



NEW MEXICO ***2016 STRATEGIC HIGHWAY SAFETY PLAN*** SAFE MOBILITY FOR EVERYONE



Released
March 2017



January 25, 2017

The safety of our traveling public is a top priority for the State of New Mexico. Achieving our transportation safety goals requires careful coordination and collaboration among many different agencies and stakeholders across the state. The development of New Mexico's 2016 Strategic Highway Safety Plan (SHSP) and its ongoing implementation represent this very spirit of collaboration and coordination, and I am proud of the culmination of these efforts.

The SHSP identifies the actions and strategies to be undertaken over the next five years to reduce traffic deaths and incapacitating injuries on our state's surface transportation system. This plan represents the input of more than 400 stakeholders statewide, including 87 different agencies and organizations at the regional, state, tribal, federal, nonprofit and private sector levels. The extensive outreach and stakeholder engagement during this planning process has resulted in a comprehensive plan that offers feasible solutions to improve safety for motorists, transit-riders, pedestrians, and bicyclists in New Mexico.

I would like to recognize the New Mexico Department of Transportation, the New Mexico Governor's Office of Highway Safety, the New Mexico Department of Public Safety, our partners at the United States Department of Transportation (National Highway Traffic Safety Administration, Federal Highway Administration and Federal Transit Administration), and the scores of state, regional, and local stakeholders for their efforts and dedication in developing New Mexico's 2016 SHSP.

Achieving the goals of the SHSP will require continued collaboration and cooperation among many safety stakeholders and partners in the coming years. I firmly believe that our shared vision of safe mobility for everyone can be realized, and we are poised to rise to this challenge.

Sincerely,

A handwritten signature in black ink, appearing to read "Tom Church".

Tom Church
Cabinet Secretary

Susana Martinez
Governor

Tom Church
Cabinet Secretary

Commissioners

Ronald Schmeits
Chairman
District 4

Dr. Kenneth White
Secretary
District 1

David Sepich
Commissioner
District 2

Keith Mortensen
Commissioner
District 3

Butch Mathews
Commissioner
District 5

Jackson Gibson
Commissioner
District 6

New Mexico Strategic Highway Safety Plan Endorsement

As part of the New Mexico 2016 Strategic Highway Safety Plan (SHSP) update process, the Project Management Team serves in a leadership capacity for developing, promoting, and implementing cost-effective transportation safety strategies within the state to reduce the number and severity of crashes on all of New Mexico's public roadways.

This SHSP was developed by New Mexico's safety stakeholders through a data-driven, collaborative approach. The SHSP represents our State's safety goal statement and identifies the safety emphasis areas that we will focus on to achieve our goal. The SHSP is an overarching, strategic, statewide safety document that will guide our existing transportation safety planning and programming processes; facilitate implementation of recommended safety strategies and action steps or countermeasures through our existing plans and programs; and modify our current transportation planning processes over time to adopt and institutionalize a change in New Mexico's transportation safety culture.

2016 Project Management Team Members

- Tom Church, Cabinet Secretary, New Mexico Department of Transportation
- Jimmy Glascock, Deputy Chief, New Mexico State Police
- Algin Young, Bureau of Indian Affairs, Tribal Government Safety
- John Don Martinez, Division Administrator, New Mexico Division, Federal Highway Administration
- Georgia Chakiris, Regional Administrator, National Highway Traffic Safety Administration

In coordination with the following federal transportation safety agencies:



Acknowledgements

In 2015, interested transportation safety stakeholders, as well as members of the Project Management Team, participated in a consultation process that included an SHSP launch, focus group meetings (workshops), and an SHSP safety summit to develop updated safety emphasis areas and corresponding safety strategies as well as develop a new SHSP according to MAP-21 requirements. The goal of the New Mexico 2016 SHSP is to improve safety for all road users (motor vehicles, bicycles, and pedestrians) on the state's roadways. The New Mexico 2016 SHSP is the result of the combined efforts of the following agencies, organizations, and other stakeholders, and includes representatives from engineering, education, enforcement, and emergency medical services – the “4Es” of highway safety.

New Mexico State Agencies

Governor's Commission on Disability

New Mexico Administrative Office of the Courts

New Mexico Administrative Office of the District Attorneys

New Mexico Department of Finance & Administration, Local Government Division

New Mexico Department of Health

New Mexico Department of Health, Emergency Medical Services Bureau

New Mexico Department of Health, Emergency Medical Services Regions II and III

New Mexico Department of Public Safety, State Police

New Mexico Department of Transportation

New Mexico Horse Council

New Mexico Human Services Department

New Mexico Motor Transportation Police

New Mexico Office of Substance Abuse Prevention

New Mexico Public Education Department

New Mexico Public Regulation Commission

New Mexico Regulation and Licensing Department, Alcohol and Gaming Division

New Mexico Sentencing Commission

New Mexico Taxation & Revenue Department, Motor Vehicle Division

Tribal Agencies

Indian Health Service, Shiprock Service Unit

Navajo Division of Transportation, Highway Safety

Navajo Division of Transportation, Planning

Navajo Nation Emergency Medical Service

Pueblo of Santa Ana Police Department

Pueblo of Santo Domingo

Tesuque Pueblo Tribal Police

Local Law Enforcement, Fire Department, and Emergency Medical Services

Albuquerque Police Department
Bernalillo County Fire Department, Fire and Rescue
Bernalillo County Metropolitan Court
Dona Aña County Sherriff's Office
Eunice Police Department
Lincoln County Emergency Medical Services
Rio Rancho Police Department
Santa Fe County Sheriff's Office
Santa Fe Police Department
University of New Mexico Emergency Medical Services Academy

Private and Nonprofit Organizations

American Association of Retired Persons
Adventure Cycling Association
American Medical Response, Las Cruces
Burlington Northern Santa Fe Railway
Coop Consulting, Inc.
CSW Enterprises, LLC
WALK Albuquerque
Hub International Transportation
Mothers Against Drunk Driving, New Mexico
New Mexico AR Transport
New Mexico Bicyclist Educators
New Mexico Trucking Association
Safer New Mexico Now
Union Pacific Railroad

Educational Institutions and Community, Local, and Regional Agencies/Organizations

Albuquerque Transit Department, ABQ Ride
Bernalillo County
City of Albuquerque
City of Farmington
City of Las Cruces
City of Las Cruces, RoadRUNNER Transit
City of Rio Rancho
City of Santa Fe
Curry County
Dona Aña County
Eastern Plains Council of Governments
El Paso Metropolitan Planning Organization
Farmington Metropolitan Planning Organization



McKinley County
McKinley County Road Department
New Mexico Touring Society
Mid-Region Metropolitan Planning Organization
Mid-Region Rural Transportation Planning Organization
North East Regional Transportation Planning Organization
Northern Pueblos Regional Transportation Planning Organization
Northwest Regional Transportation Planning Organization
Rio Metro Regional Transit District (Rail Runner)
San Juan County
San Juan Regional Medical Center
Santa Fe Trails Bus System
South Central Regional Transportation Planning Organization
Southeast Regional Transportation Planning Organization
Southeastern New Mexico Roadway Safety Integrated Project
Southwest Regional Transportation Planning Organization
University of New Mexico, Civil Engineering Department
University of New Mexico, Geospatial and Population Studies

Federal Agencies

Bureau of Indian Affairs, Indian Highway Safety
Federal Highway Administration, New Mexico Division
Federal Railroad Administration
Federal Motor Carrier Safety Administration, New Mexico Field Office
Federal Transit Administration
National Highway Traffic Safety Administration, South Central Region
U.S. Department of Energy, Office of Environmental Management

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Executive Summary

The New Mexico Strategic Highway Safety Plan (SHSP) is a statewide, comprehensive effort to reduce fatalities and incapacitating (serious) injuries on New Mexico's roadways for all modes and users (motorists, pedestrians, bicyclists, and other transportation users). The 2016 SHSP, an update of the 2010 plan, identifies effective safety strategies to address areas of greatest need through a cooperative effort by local, regional, state, tribal, federal, and nonprofit and private-sector safety stakeholders. This collaborative effort allows transportation safety programs and partners in New Mexico to work together to align goals, leverage resources, and collectively address the State's safety challenges to save lives and reduce serious injuries.

According to the U.S. Department of Transportation (DOT), an SHSP is a statewide coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and incapacitating injuries on all public roads. Each State must develop an SHSP that is intended to improve traffic safety on roads by reducing fatal and incapacitating injuries in the most efficient manner.

The New Mexico SHSP is intended to coordinate traffic safety programs across the state, identify priorities and strategies, and provide a common measure and approach in traffic safety efforts for all roadway users. The purpose of the 2016 SHSP update is to guide transportation project investment decisions that will effectively achieve a significant reduction in traffic fatalities and incapacitating injuries on all public roadways, including State DOT roadways, non-State-owned public roads, and public roads on tribal lands.

New Mexico Safety Vision:

"Safe Mobility for Everyone"

During the 2016 SHSP update process, the Project Management Team reviewed the State's current traffic safety activities, collaborated extensively with stakeholders and solicited their input (via a safety launch, focus group meetings, and a safety summit), and developed effective safety strategies and statewide crash data for the years 2007 through 2012 to identify safety emphasis areas. The identified emphasis areas were categorized into 10 high-priority and 10 priority emphasis areas based on the number and severity of crashes in New Mexico (Table ES-1) and stakeholders' input.

Table ES-1. New Mexico safety emphasis areas

High-Priority Emphasis Areas	Priority Emphasis Areas
Road Departure	Older Drivers
Distracted Driving	Bicycles
Impaired Driving	Heavy Vehicles
Speeding/Aggressive Driving	Inclement Weather
Use of Safety Restraints	Emergency Medical Services
Motorcycles	Sleepy/Fatigued Driving
Pedestrians	Work Zones
Tribal Lands	Rail (Train-Vehicle)
Young Drivers	Transit/Buses
Intersections	Wildlife/Animals

The New Mexico SHSP identifies safety strategies for each emphasis area that can assist with achieving the ultimate safety goal of reducing fatal and incapacitating injuries on New Mexico's roadways for all users. The SHSP is a blueprint for achieving the following objectives:

- Provide an effective way to reduce fatalities and incapacitating injuries in New Mexico for all transportation users.
- Establish common statewide goals and objectives, based on a collaborative stakeholder process.
- Strengthen existing partnerships.
- Build new partnerships and coalitions.
- Promote improvements in data, knowledge, and resource sharing.
- Better leverage existing resources and personnel in a focused manner.
- Efficiently incorporate both behavioral and infrastructure safety strategies and countermeasures in a need-based manner on the State's public roads and transportation systems.

As the overarching transportation safety plan, the New Mexico SHSP represents a coordinated effort among other state and local safety plans and programs, such as the Highway Safety Plan (HSP), the Highway Safety Improvement Program (HSIP), and the Commercial Vehicle Safety Plan (CVSP). Furthermore, any revisions to these safety plans and any additional safety plans developed by metropolitan planning organizations (MPOs), regional transportation planning organizations (RTPOs), tribes, and other stakeholders should align with the goal, objective, emphasis areas, and strategies included in the New Mexico 2016 SHSP.

The Project Management Team developed the New Mexico SHSP using a data-driven, innovative, proactive, and transparent planning process that address not only the 4Es of roadway safety – engineering, education, enforcement, and emergency medical services – but also project planning partnerships and research and data. New Mexico commits to the development of a comprehensive, statewide highway safety program that supports the implementation of priority safety strategies to address areas of safety need. The basic components of this comprehensive program include implementing strategies based on the following criteria to reduce crashes that result in fatalities and incapacitating injuries:

- **Engineering:** implementing infrastructure safety improvements that have demonstrated effectiveness at reducing and preventing road-departure and intersection-related crashes
- **Education:** educating drivers and promoting safe driving
- **Enforcement:** enforcing traffic safety laws and supporting effective arrest and prosecution of offenses
- **Emergency Medical Services:** providing timely emergency response and trauma care to crash victims
- **Project Planning Partnerships:** capitalizing on multidisciplinary safety knowledge at the federal, tribal, state, and local levels to develop safety projects
- **Research and Data:** improving the analysis of crash data for more complete problem identification

The plan also includes guidance for implementation and evaluation of the SHSP. Results of this process should determine if implemented strategies and programs are affecting the number of traffic fatalities and incapacitating injuries.



DEFINITION AND PURPOSE OF THE SHSP

Definition and Purpose of the SHSP

The New Mexico SHSP is a data-driven, comprehensive, multidisciplinary plan that integrates the 4Es of transportation safety – engineering, education, enforcement, and emergency medical services (EMS) (Figure 1). As a statewide plan, the SHSP establishes the primary goals and components for all safety efforts, including objectives, performance measures, and strategies – all with the intent to reduce fatalities and serious injuries in New Mexico for all transportation users. The New Mexico Department of Transportation (NMDOT) developed this updated plan in cooperation with safety stakeholders from state, local, and tribal agencies; private and nonprofit safety organizations; and federal agencies. This collaborative effort allows highway safety programs and partners in New Mexico to work together to align goals, leverage resources, and collectively address the State’s safety challenges to save lives and reduce severe injuries.

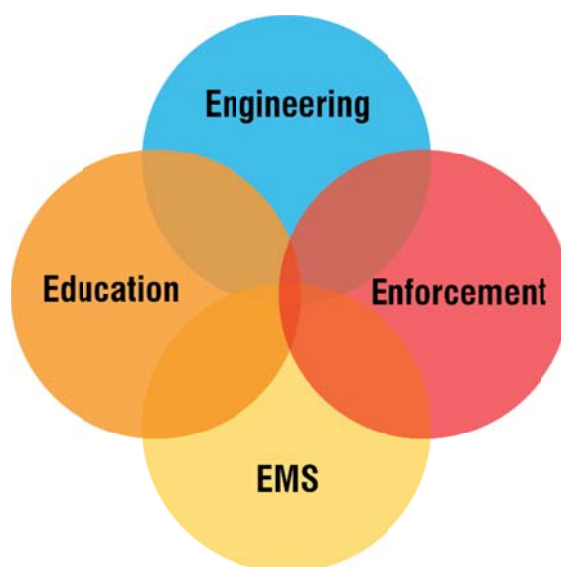


Figure 1. The New Mexico SHSP links the 4Es of transportation safety

Source: *Strategic Highway Safety Plans: A Champion’s Guidebook to Saving Lives, Second Edition*, FHWA, 2012

The New Mexico SHSP is designed to:

- Provide an effective way to reduce fatalities and serious injuries in New Mexico for all transportation users.
- Establish common statewide goals and objectives, based on a collaborative stakeholder process.
- Strengthen existing partnerships.
- Build new partnerships and coalitions.
- Promote improvements in data, knowledge, and resource sharing.
- Better leverage existing resources and personnel in a focused manner.
- Efficiently incorporate both behavioral and infrastructure safety strategies and countermeasures in a need-based manner on all public roads and transportation systems.

The New Mexico SHSP is a major component and requirement of the federal HSIP (23 U.S.C. §148). As such, the New Mexico SHSP provides a comprehensive framework for reducing highway fatalities and incapacitating (serious) injuries on all public roads. In addition, the SHSP identifies key safety needs and guides investment decisions toward safety strategies and countermeasures with the most potential to save lives and prevent injuries. The Fixing America’s Surface Transportation (FAST) Act, passed in 2015, continues the HSIP and the SHSP as a core federal-aid program.



BACKGROUND

SHSP Vision and Goals

Our vision is to provide “Safe Mobility for Everyone” on all New Mexico transportation facilities. This vision is consistent with the New Mexico mission to explicitly address the safety of motor vehicle occupants, pedestrians, bicyclists, bus users, and rail users. To accomplish this, there must be a reduction in fatalities and incapacitating-injury crashes occurring on all roads – State highways, City streets, County roads, tribal roads, and federal roads.

From 2004 to 2015, the number of fatalities in New Mexico dropped from 521 to 300 (NMDOT, 2016), an average reduction of approximately 20 fatalities per year. The number of incapacitating injuries dropped from 1,884 in 2007 to 1,305 in 2014 (NMDOT crash database, 2016), an average reduction of approximately 82 incapacitating injuries per year. While this is very good progress, there is more to be done if we are to achieve the goal of safe mobility for the State and all users of the transportation facilities.

During the 2016 SHSP update process, a long-term SHSP goal was established: “Reduce fatalities and serious injuries for all users on all New Mexico roadways.” This goal serves as a benchmark and was designed to provide consistency in the planning and general direction of safety programs and for State and local agencies.

To continue the progress that has been made in the last few years, SHSP objectives for the reduction of fatalities and incapacitating (serious) injuries will be consistent with the more detailed safety performance targets that will be developed annually for the HSIP and HSP. Consistent with Moving Ahead for Progress in the 21st Century (MAP-21) and the FAST Act, the target for performance measures will be used to assess progress in the improvement of safety. More details are provided in the section titled, “Implementation and Evaluation.”

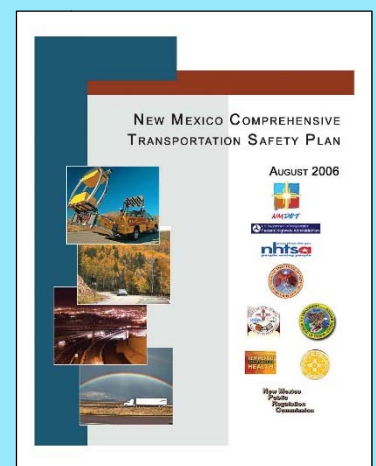
SHSP History

In 2006, the NMDOT developed and published New Mexico’s first SHSP, as required by federal legislation, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This plan is known as the Comprehensive Transportation Safety Plan (CTSP). The initial CTSP included a compilation of the activities of various agencies to facilitate working together toward achieving the overarching goal of reducing the State’s fatality rate by 20 percent by the year 2010. The CTSP Leadership Council directed an initial update of the CTSP in 2008 to determine which strategies were being implemented and which could be revised to improve their effectiveness. The 2010 update to the 2008 version reflected the strategy revisions that align with the updated goal to reduce highway fatalities by 50 percent by the year 2030. This goal is consistent with the theme of the American Association of State Highway and Transportation Officials (AASHTO).

Additional strategies were subsequently added and others were revised in March 2012 to produce the most recent version of the CTSP. This updated version complies with the MAP-21 legislation.

— SHSP Vision —
“Safe Mobility for Everyone”

— SHSP Goal —
Reduce Fatalities and Serious Injuries for all Users on all New Mexico Roadways



The scope of the 2012 CTSP was intended to be comprehensive. The 12 safety emphasis areas incorporated 46 strategies to be carried out through 168 action steps and evaluated with 89 performance measures. The municipal and tribal governments, metropolitan/regional planning organizations, law enforcement and emergency services agencies, and various stakeholders within New Mexico were tasked with implementing the action steps.

The preparation of the New Mexico SHSP is mandated by MAP-21 and the recently enacted FAST Act, which requires each State to have in effect an updated comprehensive State highway safety improvement program that identifies and analyzes highway safety needs and identifies opportunities to reduce crashes that involve fatalities and incapacitating injuries. Consistent with federal guidance, the New Mexico SHSP is designed to provide strategic direction for State programs such as the HSIP, the HSP, and the CVSP, as well as local and tribal transportation safety programs. Federal law requires that other agencies coordinate their safety programs with the SHSP and that the SHSP consider the results of other State, regional, local, and tribal transportation safety planning processes. The result is a comprehensive SHSP developed in a cooperative manner with other transportation safety plans and all with consistent safety goals and objectives.

New Mexico's Safety Accomplishments

Since the 2006 CTSP, New Mexico has enhanced a number of existing safety programs and implemented new safety programs. The following subsections highlight New Mexico safety programs that have contributed to the State's success in reducing roadway fatalities and incapacitating injuries.

Impaired Driving Program

New Mexico's Impaired Driving Program is nationally recognized because of its multi-faceted and comprehensive approach that features the following key components:

- **Mandatory ignition interlock:** A leading state in the nation, New Mexico's ignition interlock law went into effect June 17, 2005, mandating an ignition interlock license and device installation for all convicted driving while intoxicated (DWI) offenders, including first-time offenders.
- **Enhanced deterrence through sustained DWI high-visibility enforcement:** Regular high-visibility, impaired-driving enforcement saturation patrols and sobriety checkpoints that focus on high-crash/high-risk locations are paired with increased media outreach about the enforcement to increase the public's perception of being apprehended if drinking and driving. Annually, up to 85 City, County, State, and tribal law enforcement agencies join cooperative efforts and participate in statewide Superblitz campaigns (impaired driving and occupant protection combined enforcement), Operation DWI Checkpoints, National Highway Traffic Safety Administration's (NHTSA) Impaired Driving National Crackdowns, and in locally sustained enforcement activities.
- **100 Days and Nights of Summer campaign:** A New Mexico enforcement program that encourages local law enforcement agencies to conduct checkpoints and saturation patrols during a 100-day period from June through September. In 2007, the inaugural year of the campaign, traffic fatalities for June, July, and August decreased by 18 percent compared to the same period in 2006. More recently in 2016, 68 agencies participated in the 100 Days and Nights of Summer campaign. From June 23 to September 30, 2016 these agencies made 393 arrests (55 for DWI and 38 drug-related arrests). During the same period, 25,425 citations were issued of which 10,796 were related to speeding.
- **Strengthened prosecution and conviction of DWI arrests:** New Mexico provides its officers with extensive DWI training in Standardized Field Sobriety Testing, DWI Checkpoints, Drug Recognition Expert, Advanced Roadside Driving Impairment Enforcement, and other impaired-driving-related courses such as DWI prosecution and blood alcohol concentration (BAC) testing.

- **Reducing recidivism of repeat offenders:** DWI/Drug Courts are proven to effectively combat the hardcore, repeat offender through intensive supervision, treatment, and monitoring of sentence requirements to change drunk/drugged driving behavior. New Mexico's DWI/Drug Courts operate in 25 of the state's 33 counties.
- **Award-winning creative media and public engagement campaigns:** Campaigns such as ENDWI, Drive Sober or Get Pulled Over, and MyInstead! (New Mexico's underage drinking prevention and education program that features an interactive video to assist young people in choosing alternative activities to drinking) educate the public and offer alternatives to drinking and driving.
- **Mandatory DWI course for newly licensed drivers age 18 to 24:** The *None for the Road* DWI course is mandatory for all first-time licensees between the ages of 18 and 24 to inform new drivers about DWI laws and prevention.
- **Comprehensive alcohol sales compliance enforcement:** This enforcement includes conducting compliance checks at establishments serving or selling alcohol and conducting underage enforcement sting operations.
- **Equipping judges and staff to effectively address DWI offenders:** New Mexico offers training and web-based resources to better equip judicial staff on the full spectrum of DWI – arrest, adjudication, sentencing alternatives, ignition interlock requirements, treatment, DWI/Drug Courts, and new DWI law developments.



No Texting / Hands Free Law

On July 1, 2014, New Mexico State legislation (Senate Bill 19) took effect, prohibiting hand-held cell phone use, sending or reading of text messages and emails, and conducting internet searches using wireless devices while driving. The NMDOT unveiled a series of public service announcements emphasizing the dangers of texting while driving and a mobile app, DNTXT. In addition, a growing number of local city ordinances restrict hand-held cell phone use while driving. New Mexico is the 42nd state to ban texting while driving.



Primary Seat Belt and Child Safety Restraint Laws

Effective enforcement of New Mexico's primary seatbelt and child safety/booster seat laws is provided through BKLUP, Operation Buckle Down, Click It or Ticket, and sustained enforcement activities and implementing New Mexico's Child Restraint Program involving child safety seat distribution, fitting stations, and clinics. These occupant protection efforts have been instrumental in achieving high seat belt and child safety restraint use.



Look for Me Campaign

Enhanced public outreach regarding pedestrian and bicyclist safety awareness is provided by New Mexico's Look for Me campaign. These materials promote and encourage awareness of all road users, including pedestrians and bicyclists.



Motorcycle Safety Courses

Motorcycle rider skills are strengthened by the basic and advanced motorcycle safety Rider Courses offered throughout the state. New Mexico's motorcycle skill-building courses reach nearly 2,000 riders each year.

Coordinated Media Outreach

High-visibility media outreach is coordinated with law enforcement activities to increase public perception that officers are actively enforcing laws regarding DWI, occupant protection, speeding, distracted driving, and other traffic safety issues.

Traffic and Criminal Software

The New Mexico law enforcement community expanded its use of Traffic and Criminal Software (TraCS) for electronic submission of crash reports. This practice resulted in more timely, complete, and accurate crash data and improved officer productivity by up to 200 percent.

Information Clearinghouse

New Mexico maintains a comprehensive information clearinghouse that offers traffic safety information and resources to support statewide safety programs, as well as a 1-800 toll-free service to respond to public inquiries on occupant protection, DWI prevention, speeding, graduated driver licensing, and other traffic safety programs and issues.

Strengthened Emergency Medical Services

The New Mexico emergency medical system consists of over 350 emergency medical and fire services and over 7,000 licensed medical technicians responding to approximately 380,000 requests each year. The following list describes the key components of New Mexico's life-saving emergency medical services:

- **Emergency Medical Services (EMS) Fund Act:** The New Mexico Department of Health established and administers the EMS Fund Act to regulate statewide EMS services and provide New Mexico municipalities and counties with funds to help establish and improve local emergency medical services to more effectively reduce injury and loss of life.
- **Accessible tracking and reporting system:** The New Mexico Emergency Medical Services Tracking and Reporting System (NMEMSTARS) has simplified, streamlined, and integrated EMS data collection from across New Mexico, whether in the ambulance, the local station, or regional or state offices. The information collected is used to generate reports for EMS management, to advocate for resources, develop policy, and direct EMS certification criteria.
- **Continuing education and training:** The Emergency Medical Services Academy, a division of the University of New Mexico, Health Sciences Center School of Medicine, equips EMS professionals in all aspects of prehospital care including, but not limited to, education, medical direction, direct field care, research, and system development.

In addition, the New Mexico Department of Health's Emergency Medical Systems Bureau created a one-stop reference called the *EMS Continuing Education Guide for Licensed Personnel and Continuing Education Coordinators*. The purpose of this guide is to assist EMS/system training coordinators, medical directors, and EMS educators in designing continuing education programs that will meet the educational needs of EMS personnel and the Emergency Medical Systems Bureau license renewal requirements.

- **Statewide trauma care system:** The goal of the New Mexico's statewide trauma system is to decrease injured patients' time to definitive care by ensuring that patients' medical needs are appropriately matched with hospitals' resources reflected in trauma center Level I, II, III, or IV providers. For the critically injured, the time between the injury's occurrence and getting emergency care is the most important predictor of

survival. A comprehensive statewide trauma system has been responsible for increasing survival rates by 15 to 20 percent in states where it has been implemented.

Cable Median Barrier

The NMDOT installed cable median barriers on interstate routes to reduce the probability of a vehicle crossing the median and hitting an oncoming vehicle. This treatment significantly reduced head-on, opposite-direction crashes on freeways.

Shoulder Rumble Strips

Shoulder rumble strips are milled or raised elements on the pavement that alert inattentive drivers through vibration and sound that their vehicles have left the travel lane. They are installed on a shoulder near the edge of the travel lane and significantly reduce run-off-the-road (ROR) crashes by 10 to 24 percent on rural freeways and 26 to 46 percent on two-lane rural roads.

Improved Guardrail End Treatments and Upgrade of Roadside Hardware

One-third of all fatalities result from vehicles leaving the road and hitting a fixed object or overturning. The installation and upgrade of guardrail, and improved guardrail end treatments, are designed to minimize the consequences of a vehicle leaving the roadway. The installation of properly designed end treatments and upgrades of roadside hardware can substantially affect the severity of crashes and loss of life, particularly in rural ROR crashes.





SHSP UPDATE PROCESS

SHSP Update Process

The New Mexico SHSP is the State's comprehensive safety plan and is intended to coordinate traffic safety programs across the state, identify priorities and strategies, and provide a common measure and approach in traffic safety efforts for all roadway users. The purpose of the SHSP update is to guide transportation project investment decisions that will effectively achieve a significant reduction in traffic fatalities and serious injuries on all public roadways.

Each state is required by federal law to adopt an SHSP. The preparation of this SHSP was initially required by the MAP-21 Act and has been continued under the FAST Act. New Mexico's SHSP was created with the collaboration of traffic safety professionals and stakeholders from many different disciplines: planners and engineers from NMDOT and local agencies; State police, County sheriffs, and City police; tribal representatives; medical professionals from hospitals and public health agencies; educational institutions and community organizations; and other people from all parts of the state dedicated to improving safety on New Mexico's roadways. This collaboration led to the vision for the New Mexico SHSP – *"Safe Mobility for Everyone."*

The New Mexico 2016 SHSP update is a "comprehensive user-based plan" intended to bring together financially contributing traffic safety organizations/agencies and other safety organizations around the state. The SHSP will help align priorities and strategies to coordinate safety programs in a common manner throughout New Mexico. The plan is data driven, identifying safety needs and factors that contribute to fatal and incapacitating-injury crashes. The SHSP includes a comprehensive list of safety emphasis areas with proven and recommended safety strategies. These strategies were developed in consultation with safety stakeholders from all areas.

The 2016 SHSP update is a major step in the evolutionary process of improving safety in New Mexico. The next step is implementation of the SHSP through a variety of programs such as the HSP, HSIP, CVSP, MPO, and RTP, as well as local and tribal safety programs. Throughout this process, NMDOT will monitor the plan to assess changes in crash trends and the impacts of implemented safety strategies. Adjustments and modifications to supporting plans and programs will be made where needed. The SHSP is updated every 5 years, as required by the FAST Act.

The New Mexico SHSP development process is structured to accomplish the following specific goals:

- Establish a vision and goal for all traffic safety stakeholders in New Mexico.
- Use a data-driven and comprehensive process to consider the safety of all users on all roads to address the 4Es of transportation safety.
- Following a transparent and collaborative process, incorporate input from safety stakeholders representing state, local, and private safety advocate groups throughout the process.
- Based on available data, address crash frequency, rates, trends, and primary factors contributing to fatalities and serious (incapacitating) injuries on highways in New Mexico.
- Develop safety emphasis areas and strategies that have the greatest potential to reduce fatalities and serious (incapacitating) injuries for all users on state roads, non-state-owned public roads, and roads on tribal lands.
- Develop an SHSP that guides implementation and future safety investments and integrates other safety partners' plans.
- Develop an SHSP process consistent with federal guidance and national best practices.

Figure 2 illustrates the process used to update the New Mexico SHSP. These steps were used to evaluate the State's current traffic safety activities, collaborate with stakeholders and solicit their input, develop effective

safety strategies, and plan for the future. The key to successfully reducing fatalities and serious (incapacitating) injuries will be the implementation of the 2016 SHSP.



Figure 2. New Mexico 2016 SHSP update process

The following primary activities were performed in updating the SHSP:

1. Initiate the data-driven update process, including collecting the best available crash data on all public roads, including rail-highway and transit crashes.
2. Design and conduct the stakeholder involvement meetings, beginning with a safety launch, followed by focus group meetings and a safety summit.
3. Based on input from the safety launch, select safety emphasis areas and identify draft safety strategies based on contributing factors from the crash analysis, strategies from the existing CTSP, and national best practices.
4. Conduct focus group meetings to solicit input from expert stakeholders for each safety emphasis area and further develop draft safety strategies, and prioritize the strategies based on effectiveness, cost, and implementation.
5. Based on the input from the focus groups, conduct a safety summit to revise and prioritize the safety strategies and provide updated crash data.
6. Prepare a draft SHSP based on information from Steps 1 through 5 and submit to the SHSP Project Management Team (PMT) and other stakeholder agencies selected by the PMT for review.
7. Finalize the SHSP based on comments from the PMT and other stakeholder agencies.

Other Interrelated Safety Plans

As the overarching transportation safety plan, the New Mexico SHSP coordinates with other State safety plans and programs such as the HSP, HSIP, and CVSP. The SHSP's goal, objective, emphasis areas, and strategies should be coordinated for alignment during the revisions of these State safety plans and development of MPO, RTP, and tribal community safety plans. Figure 3 illustrates the relationship between the SHSP and other State safety plans.

Consistent with MAP-21 and the FAST Act, updating the SHSP is an evolutionary process. Implementation of the New Mexico SHSP will be carried out through the other State and, eventually, local safety plans – particularly at the MPO level. The impacts of implemented safety strategies will be monitored and evaluated to determine where adjustments, additions, and revisions to strategies are most warranted. Adjustments will be made through supporting plans and programs. This coordination with other plans supports and advances common goals and aligned strategies, programs, and projects to help New Mexico more efficiently reduce the number of fatalities and incapacitating injuries for all users on all public roadways.

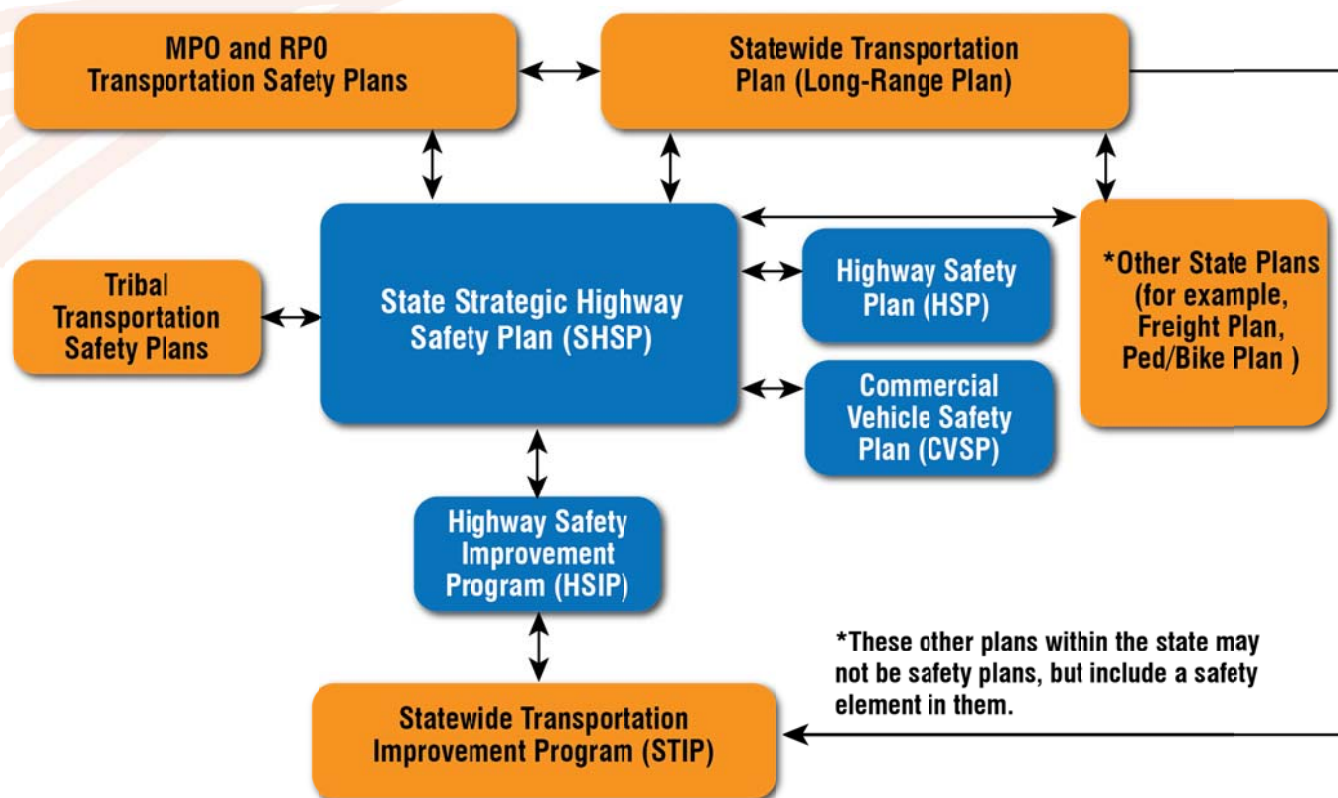


Figure 3. Relationship between the New Mexico SHSP and other State and local safety plans

Modified after: *Strategic Highway Safety Plans: A Champion's Guidebook to Saving Lives*, Second Edition, FHWA, 2012

National *Toward Zero Deaths* Effort

With over 35,000 fatalities occurring on the nation's highways each year, transportation safety remains one of the most challenging issues facing America. *Toward Zero Deaths (TZD): A National Strategy on Highway Safety* is a data-driven effort focusing on identifying and creating opportunities for changing American culture as it relates to transportation safety. Originally adopted by Sweden, the TZD concept is based on the principle that even one traffic death is unacceptable. In the United States, the TZD concept was developed in cooperation with the U.S. Department of Transportation, Federal Highway Administration (FHWA), Federal Motor Carrier Safety Administration, AASHTO, and the NHTSA as a singular highway safety strategy for the United States, and the organizations have adopted this strategy. The national strategy using a data-driven process focuses on identifying and creating opportunities for changing our highway safety culture.

The effort focuses on developing strong leadership and champions in the organizations that can directly impact transportation safety through engineering, education, enforcement, EMS, policy, public health, communications, and other efforts. The national strategy is intended to be used as a guide and framework by safety stakeholder organizations to enhance current national, State, and local safety planning and implementation efforts.

TZD provides tools that national, State, and local safety partners and stakeholders can use to more effectively develop their safety plans. To date, more than 30 states have incorporated this long-term goal into their SHSPs in some manner. Of the States that have adopted TZD as their long-term vision for reducing highway deaths, research shows that implementation helped to foster a paradigm shift in how those states approach transportation safety. To a much greater extent, implementing TZD emphasizes the importance of reducing severe crashes and ultimately that the road system should be designed so that fatal and incapacitating injuries do not occur. Studies also indicate that successful TZD programs promote the following activities:

- More aggressive goal setting for reducing traffic-related fatalities and serious (incapacitating) injuries on all public roads.
- Interagency cooperation among state transportation, public safety and health agencies, and State and local roadway authorities.
- Development of safety strategies that leverage the 4Es of transportation safety.
- Implementation of data-driven, performance-based safety strategies to provide the greatest opportunity to reduce the number of fatal and serious (incapacitating) injury crashes.
- Policy leadership that supports a State's short-term goals and long-term vision.

NMDOT is considering the TZD concept for future safety initiatives, at the State, local and tribal levels and for this reason it is included in the plan. Some of the elements such as interagency cooperation and a more intense focus on a 4E-based SHSP show the evolution toward a data-driven safety planning process is already underway.

Annual Crash Trends

As of 2013, New Mexico's road system consists of 70,772 miles of public roads (FHWA, 2016), of which 12,033 miles (17 percent) are state highway facilities under the jurisdiction of the NMDOT and 45,807 miles (nearly 65 percent) are under local jurisdiction or local units of government (39,349 miles are managed by counties and 6,458 miles by cities or other local jurisdictions). The remaining miles of public roads are under tribal and federal jurisdiction.

New Mexico statewide fatalities from 2007 to 2015 and incapacitating injuries from 2014 were analyzed to identify trends. Figure 4 shows the annual number of fatalities in New Mexico that occurred on all public roads. From 2007 to 2015, fatalities decreased from 413 to 300 – a reduction of over 27 percent, which indicates a general downward trend in fatalities. From 2014 to 2015, fatalities decreased from 383 to 300 – a decrease of over 20 percent.

Figure 5 shows the annual number of serious injuries from 2007 to 2014. Serious (incapacitating) injuries decreased from 1,884 to 1,305, a reduction of over 30 percent. This decrease is also significant as there were interim years (2008, 2009, and 2010) that had a higher frequency than 2007. Since 2010, there has been a consistent downward trend in total annual serious injuries.

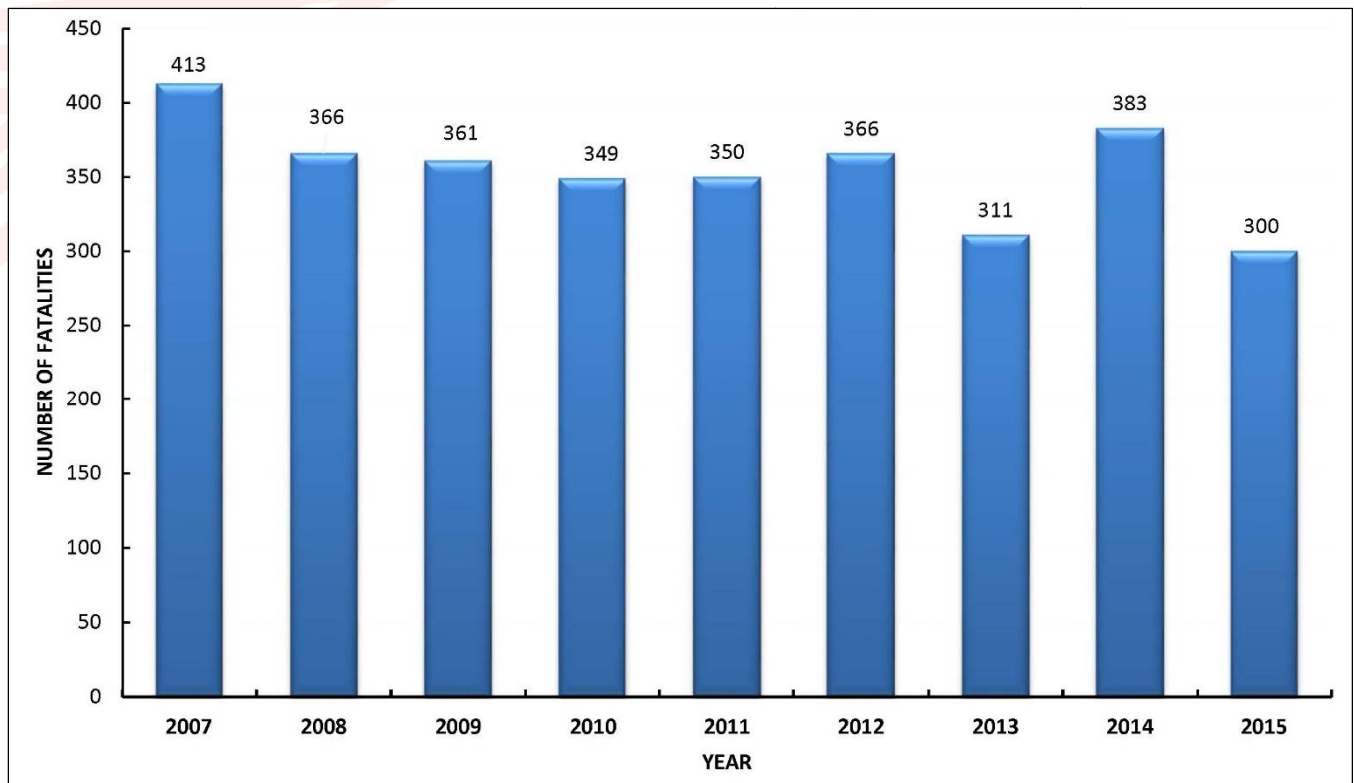


Figure 4. Total annual fatalities on New Mexico roads, 2007 to 2015

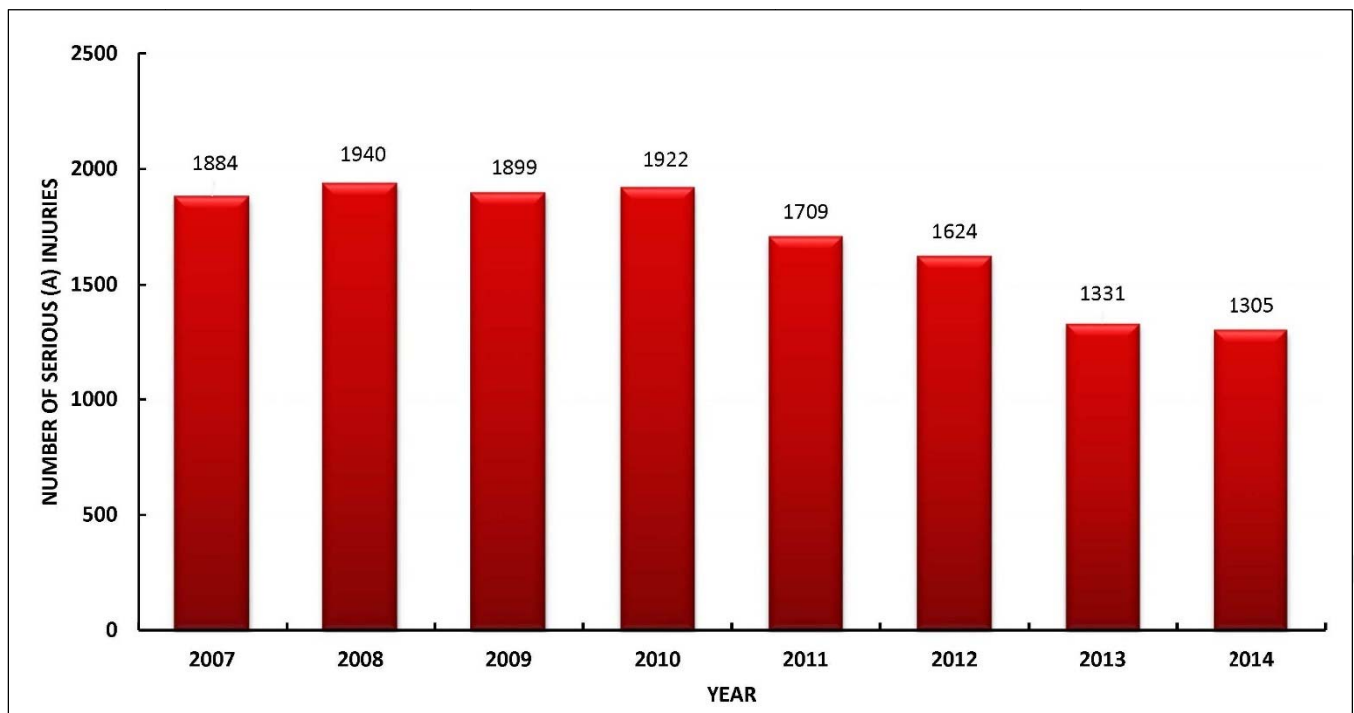


Figure 5. Total annual serious injuries on New Mexico roads, 2007 to 2014

Traffic fatalities in the United States peaked in 1972 at 54,589 deaths and have fallen at a rate of about 1 percent annually since then to 32,675 fatalities in 2014 (NHTSA, 2015a). In 2015, United States traffic fatalities increased by 8 percent to 38,300 fatalities compared to 2014. New Mexico was one of only six states where there was a large downward trend in fatalities in 2015 (Laing, 2016). This overall historical reduction is the result of a combination of efforts that have made roadways and vehicles safer and law enforcement and emergency response more effective. However, traffic crashes are still one of the leading causes of death in the United States, with nearly 90 people losing their lives on the nation's roadways every day, and fatalities may be an increasing trend.

As part of the SHSP data-driven effort, the available statewide crash data for fatalities and incapacitating-injury crashes for the years 2007 through 2012 were analyzed to help identify crash trends and develop strategies to improve safety on New Mexico's public roadways. These data were also used to identify the predominant crash types, contributing factors for these crashes, and their distribution across New Mexico's network of roads. From this analysis, safety countermeasures or strategies were identified for the crash types that represent the greatest opportunity to reduce fatal and incapacitating-injury crashes. Overall, 26 different sets of crash types and contributing factors were identified and analyzed.

The analysis of fatalities and serious (incapacitating) injuries and their associated rates based on traffic are four of the primary performance measures that MAP-21 required States to report. The FAST Act added one additional measure: the number of pedestrian and bicycle fatalities and serious (incapacitating) injuries. Consistent with the federal emphasis to reduce the number of fatalities and serious injuries, the New Mexico SHSP followed a data-driven process to review and analyze crashes that resulted in one or more fatalities and/or incapacitating injuries. This initial step included documenting information about these fatal and incapacitating-injury crashes, which aided the efforts to prioritize types of crashes, safety strategies, and area types across the entire network of roads in New Mexico. This type of data-driven analysis and linking countermeasures with known safety performance provide a means to optimize New Mexico's safety investment.

After analyzing the resulting distribution of fatal and incapacitating-injury crashes, it was possible to identify groups of crashes by major categories of significance. This information was summarized into draft groups, called safety emphasis areas, and was subsequently reviewed by stakeholders. These two steps represented the first major steps in the SHSP update process (shown in Figure 2).

Stakeholder Process

New Mexico State agencies and stakeholder groups have worked to improve roadway safety for decades. Tribes, counties, cities, metropolitan planning organizations, townships, schools, and various law enforcement agencies plan and take actions within their jurisdictions. These organizations work together toward the goal of preventing traffic fatalities and injuries.

The SHSP update process included a transparent and extensive statewide safety stakeholder outreach effort to develop a coordinated, comprehensive SHSP for implementation by all safety agencies and private-sector safety partners. The opportunity to engage and facilitate cooperative efforts by the many safety partners is one of the greatest benefits of developing an SHSP. Safety stakeholders include professionals, practitioners, employees, and management from a host of public and private organizations. These 87 safety stakeholder groups represent the 4Es of transportation safety – engineering, education, enforcement, and emergency medical services. (See “Acknowledgements” for a complete list of partnering agencies and safety stakeholders involved in the development of the New Mexico 2016 SHSP.)

The first major event was the safety launch, designed to bring together federal, State, regional, local, and tribal transportation safety stakeholders from across New Mexico. The focus of the launch was to present safety trends, key safety issues, and discuss the draft safety emphasis areas. The final product was to solicit volunteers for the next step of the stakeholder process: focus group meetings. This event provided a unique opportunity to

identify and discuss conceptually critical safety issues impacting the State's multimodal transportation system and to identify opportunities to improve transportation safety.

After the safety launch, a broad cross section of stakeholders participated in four half-day focus group meetings. These meetings were aimed at facilitating stakeholder involvement in the SHSP update and implementation process. Each focus group included stakeholder subject-matter experts and other transportation-safety advocates passionate about specific areas of transportation safety. These focus groups worked to review, refine, suggest other strategies, and prioritize New Mexico's strategies to improve safety.

Following the focus group meetings, the safety summit took place, giving all New Mexico's safety stakeholders the opportunity to review and prioritize the safety strategies and action steps proposed for the safety emphasis areas.

In addition to using a collaborative, data-driven approach, the SHSP update incorporates transportation-safety research and extensive analysis and documentation of the statewide database of crash records, and other data, to identify safety emphasis areas, determine the effectiveness of safety strategies, and prioritize safety strategies. This approach included an analysis of crash characteristics associated with all fatal and incapacitating-injury crashes and the relationship or interaction of these crashes among the various crash attributes summarized. This plan's recommended safety emphasis areas and strategies resulted from the multidisciplinary efforts of agencies integrating the 4Es of transportation safety. This process established an updated and more comprehensive vision that encompasses and focuses on all safety efforts in the state and a more diverse set of safety areas, which helps to meet the goal of having a comprehensive SHSP for all users and all roadways.

The 2016 SHSP outlines a safety vision for all modes of users on all roadways in New Mexico. There are 10 high-priority and 10 priority safety emphasis areas in Table 1 (see "Safety Emphasis Areas" section) that include goals and supporting strategies that are likely to have the greatest impact on improving safety on our roadways. The SHSP also renews the State's commitment to direct resources to these safety strategies with a goal of ensuring the downward trend in traffic fatalities and incapacitating injuries continues.

Performance Management

Under MAP-21 and the subsequent FAST Act, performance management provides a more evidence-based, substantive means to assess the safety performance of federal-aid highway programs within New Mexico. Performance management encourages and aids more efficient investment of federal and State transportation funds by focusing on quantifiable transportation goals, increasing the accountability and transparency of the highway programs, and improving transportation investment decision-making through performance-based planning and programming.

The cornerstone of MAP-21 and the FAST Act's highway program transformation is the transition to a greater emphasis on a performance- and outcome-based program to assess fatalities and serious (incapacitating) injuries on all public roads. With respect to safety, MAP-21 established the national performance goal to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The federal legislation does not establish specific targets, leaving it up to the States (and later the MPOs) to ascertain appropriate performance goals and objectives relative to local conditions.

Safety performance measures have been developed on a preliminary basis using New Mexico's fatality and serious (incapacitating)-injury data to establish a framework for monitoring progress toward reducing fatalities and serious injuries. The injury status of individuals involved in crashes is reported on the New Mexico Crash Report form, where injuries classified as incapacitating injuries (A on the KABCO injury scale) are equivalent to serious injuries. The MAP-21 and FAST annual safety performance measures are for all public roads and will be reported as a 5-year rolling average for the following measures:

- **Fatalities:** The number of persons killed in motor vehicle crashes on all public roads for a calendar year.

- **Serious (Incapacitating) Injuries:** The number of persons seriously injured in motor vehicle crashes on all public roads for a calendar year.
- **Fatality Rate:** The number of persons killed in motor vehicle crashes per 100 million vehicle miles traveled (VMT) for a calendar year.
- **Serious (Incapacitating) Injury Rate:** The number of persons seriously injured in motor vehicle crashes per 100 million VMT for a calendar year.
- **Number of combined non-motorized fatalities and serious (incapacitating) injuries** for a calendar year.

Safety performance measures, and other data analyses, are incorporated into New Mexico's safety programs. As part of the annual evaluation and coordination of New Mexico's transportation safety programs, such as in the HSP and HSIP, New Mexico is required to establish annual targets for these performance measures.

Safety Performance Measure Special Rules

Congress has given special consideration to improving the safety on rural collector and local roads and of older drivers and pedestrians (each defined as age 65 and older). To assist in this effort, safety performance standards have been set for these important categories. MAP-21 and the FAST Act require additional mitigation efforts if the performance standards are not met.

High-Risk Rural Road Safety

The original High-Risk Rural Roads Program was eliminated with the MAP-21 legislation and redefined as the High-Risk Rural Road (HRRR) Special Rule [created under 23 U.S.C. §148(g)], which continues under the FAST Act. New Mexico is subject to complying with the HRRR Special Rule and defines HRRRs as roadways that are functionally classified as a rural major collector, rural minor collector, or rural local road with significant safety risks. A significant safety risk is defined as a fatality rate higher than New Mexico roadways of similar functional classifications.



Older Drivers and Older Pedestrians

The MAP-21 Special Rule for Older Drivers and Pedestrians requires that States adopt additional mitigation measures if the rate of traffic fatalities and serious (incapacitating) injuries combined for drivers and pedestrians age 65 and older increased during the most recent 2-year period. Furthermore, these measures should be explicitly outlined in the SHSP. These rates are calculated relative to the statewide population of persons in that age group. The New Mexico 2015 HSIP found there was not an increase in the rate of traffic fatalities for the most recent 2-year period of available data. New Mexico remains committed to proactively monitoring the safety of older drivers and older pedestrians through specific safety emphasis areas established by this SHSP.



If the MAP-21 Special Rule is triggered in the future, New Mexico would be required to include, in its subsequent SHSP, safety strategies to address the increases in those rates. New Mexico would also conduct further evaluation to determine the severity in which group (driver or pedestrian) the increase is occurring and determine the appropriate safety program to include emphasis areas and countermeasures.



SAFETY EMPHASIS AREAS

Safety Emphasis Areas

The 2016 update of the New Mexico SHSP entailed a data-driven process that identified critical safety needs on all public roads and focused on the most severe crashes because these have the greatest potential to improve traffic safety. The SHSP identifies safety emphasis areas and safety strategies that consider safety effectiveness, cost to implement, and time to implement to effectively focus funding within the highway safety program.

In a data-driven process, it is important to first let the data illustrate the areas of greatest need. It is equally important to make wise use of resources and coordinate with other agencies and plans when analyzing the data. The main objective is to identify severe crash types and characteristics (known collectively as safety emphasis areas and the resultant safety strategies) that present the best opportunity to significantly reduce severe crashes, which are defined as those crashes resulting in one or more fatalities and/or incapacitating injuries.

The process also considers all users of the roadway system and applicable modes of transportation. Cost and benefit considerations, such as the identification of low-cost, easy-to-implement, effective strategies – many of which could be potentially deployed on a system-wide basis – played a large role in safety strategy selection. Key resources in identifying these attributes were the National Cooperative Highway Research Program (NCHRP) *Report 500* series of guides and the NHTSA *Countermeasures That Work* guidance document. In addition to the use of national best practice guidance, the *Evaluation of NMDOT Comprehensive Transportation Safety Plan (CTSP)* (NMDOT, 2013) was reviewed for insights on the safety performance of the most recent strategic highway safety plan. All of these considerations were then presented and vetted in a series of meetings with stakeholders who represented a wide variety of interests and disciplines from all of the 4Es. These stakeholders included local, State, tribal, and federal entities.

Six years of New Mexico crash data (2007 through 2012) were analyzed, and then the number of fatalities and incapacitating injuries were disaggregated (divided) among the specific categories of crashes (safety emphasis areas). Prioritizing the safety emphasis areas by number of fatalities and incapacitating injuries, and to some extent those that may be trending upward, helps direct the State's limited safety dollars to those infrastructure and behavioral initiatives that offer the greatest opportunity to save lives.

New Mexico's Safety Emphasis Areas

The analysis of New Mexico's fatal and serious (incapacitating) injury crashes and consideration of stakeholder input resulted in the designation of 20 safety emphasis areas and two levels of priority, as shown in Table 1.

Table 1. New Mexico safety emphasis areas

High-Priority Emphasis Areas	Priority Emphasis Areas
Road Departure	Older Drivers
Distracted Driving	Bicycles
Impaired Driving	Heavy Vehicles
Speeding/Aggressive Driving	Inclement Weather
Use of Safety Restraints	Emergency Medical Services
Motorcycles	Sleepy/Fatigued Driving
Pedestrians	Work Zones
Tribal Lands	Rail (Train-Vehicle)
Young Drivers	Transit/Buses
Intersections	Wildlife/Animals

The results of allocating fatal and incapacitating-injury crashes into the safety emphasis areas for the years 2007 through 2012 are shown in Table 2. The most common types of severe crashes in New Mexico involve road departure and distracted driving, while the least common types involve wildlife/animal and train-vehicle collisions.

Table 2. New Mexico's safety emphasis areas by fatal and incapacitating-injury crashes – 2007 to 2012

Safety Emphasis Area	New Mexico			
	Fatal Crashes		Incapacitating-Injury Crashes	
	Number ^a	Percentage	Number ^a	Percentage
Statewide Totals	1,977		8,464	
High-Priority Emphasis Areas				
Road Departure	1,215	61.4%	3,441	40.6%
Distracted Driving	939	47.4%	5,105	60.3%
Impaired Driving	835	42.2%	1,368	16.1%
Speeding / Aggressive Driving	776	39.2%	2,044	24.1%
Use of Safety Restraints	487	24.6%	454	5.4%
Motorcycles	301	15.2%	1,343	15.9%
Pedestrians	251	12.7%	449	5.3%
Tribal Lands	157	7.9%	251	3.0%
Young Drivers	362	18.3%	2,024	23.9%
Intersections ^b	298	18.2%	2,080	29.2%
Priority Emphasis Areas				
Older Drivers	299	15.1%	1,145	13.5%
Bicycles	36	1.8%	227	2.7%
Heavy Vehicles	254	12.8%	508	6.0%
Inclement Weather	184	9.3%	635	7.5%
Emergency Medical Services ^c	—	—	—	—
Sleepy / Fatigued Driving	81	4.1%	212	2.5%
Work Zones	36	1.8%	158	1.9%
Rail (Train-Vehicle)	4	0.2%	9	0.1%
Transit / Buses ^d	—	—	—	—
Wildlife / Animal	15	0.8%	78	0.9%
Notes:				
^a The numbers in the columns add to more than 100% because many crashes are assigned to more than one emphasis area. For example, a crash that occurred at an intersection, involving a young driver who was unbelted would be assigned to three safety emphasis areas.				
^b Crash data for intersections (signalized and unsignalized) was only available for 2007 through 2011. Percentages are of the 2007 to 2011 statewide crash data.				
^c The Emergency Medical Services emphasis area is for improved response time; therefore, no crashes were assigned to this emphasis area.				
^d Complete crash data for the transit/buses emphasis area were not available.				

HIGH-PRIORITY SAFETY EMPHASIS AREAS

Road Departure

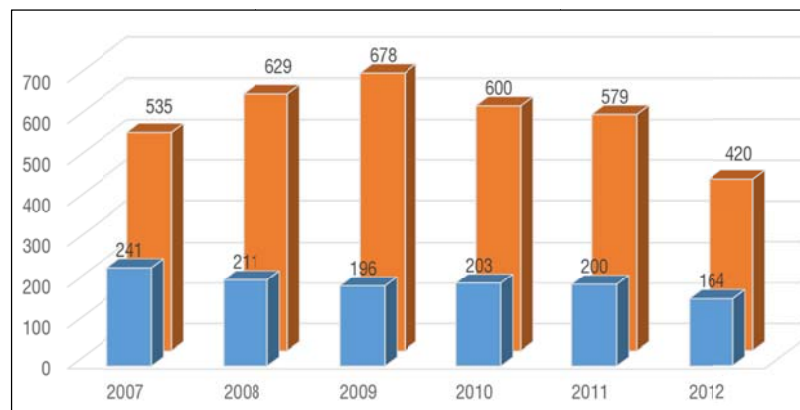


Road departure-related crashes were noted as the highest factor in New Mexico fatal and serious crashes. A road departure crash is defined as a non-intersection crash that occurs after a vehicle crosses an edge line, road edge, or a centerline, or otherwise leaves the travel lane (such as a head-on collision). Roadway departure crashes are frequently severe and account for the majority of highway fatalities particularly in rural areas. In 2009, there were 16,265 fatal road departure crashes resulting in 18,087 fatalities, which was 53 percent of the fatal crashes in the United States. Identifying roadway segments, curves, and selecting appropriate, effective countermeasures such as shoulder and centerline rumble strips and cable median barriers are an important part of the roadway safety improvement program to reduce crashes on the nation's roadways at individual locations or on a systemic basis.

From 2007 to 2011, almost three-quarters (73 percent) of all fatal collisions and over half of all incapacitating injuries were road departure related. Overall, road departures resulted in 1,215 fatal crashes and 3,441 incapacitating-injury crashes on New Mexico roadways.

Since 2007, there has been an overall general downward trend in the number of fatal and incapacitating-injury crashes. In 2012 there were significant reductions from previous years. For all crashes, 73 percent of the fatal crashes and 54 percent of the incapacitating-injury crashes occurred in rural areas.

In the fatal crashes resulting from road departure, over 50 percent of drivers were speeding/driving aggressively and over 40 percent were driving while impaired with over 32 percent not using a seat belt. In the incapacitating-injury crashes, over 60 percent of drivers were driving while distracted and almost 37 percent were speeding and/or driving aggressively.



■ fatal crashes ■ incapacitating-injury crashes

Severe Road Departure Crashes in New Mexico by Year, 2007 to 2012

Priority Safety Strategies

- Keep vehicles from encroaching on the roadside by installing various proven treatments.
- Install proven treatments to reduce the likelihood and/or severity of head-on crashes on two-lane roadways.
- Install proven treatments to reduce the likelihood and/or severity of head-on crashes on multi-lane roadways.
- Minimize the likelihood of crashing into an object or overturning if the vehicle travels off the shoulder.
- Provide improved slope/ditches to prevent roll-overs and remove/relocate objects at high-risk locations.
- Provide passing lanes and acceleration/deceleration lanes to reduce head-on crashes.

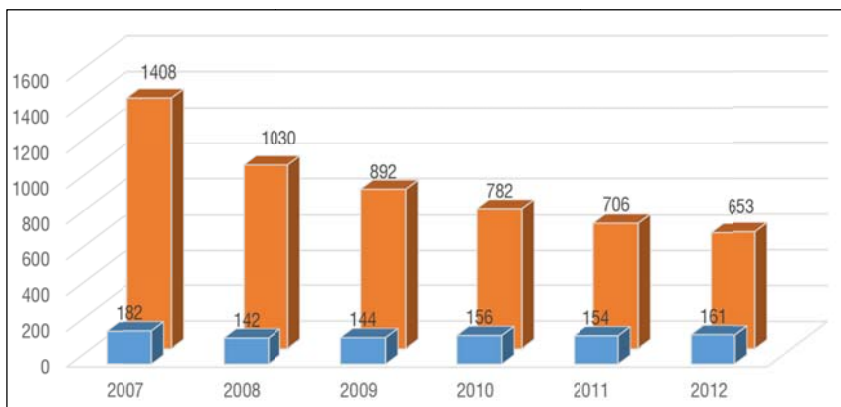
Distracted Driving



Distracted driving in New Mexico and nationwide is a high-priority safety focus area due to the growing number of distractions that drivers engage in. While anything that takes a driver's eyes off the road, hands off the wheel, or mind off driving is a hazard, texting/typing is particularly dangerous because it combines all three types of distraction – visual, manual, and cognitive. Consequently, New Mexico prohibits all drivers from texting or typing on handheld mobile devices (including web site use). Drivers may talk on the phone if they are using a hands-free device, except where prohibited by local ordinance. Nationwide and in New Mexico, distracted driving is under reported due to driver reluctance to admit to being distracted, as well as officers who may not document the behavior due to outdated crash report forms. The New Mexico legislature added “texting while driving” to the Uniform Crash Report as a contributing factor of crashes to allow more accurate reporting and identification of distracted driving-related crashes. Increasing public awareness of the risks of this behavior, monitoring the effectiveness and enforcement of New Mexico's statewide ban, and improving the quality of distracted driving-related crash data is essential for improvement in this emphasis area.

From 2007 to 2012, distracted driving was the highest behavior-related contributing factor with 939 fatal crashes (47.4 percent of total crashes) and 5,105 incapacitating-injury crashes (24.6 percent) on New Mexico highways. Although the number of fatal crashes has remained relatively stable over this time, the number of incapacitating-injury crashes due to distracted driving has decreased, which may be due to underreporting.

Distracted driving contributed to nearly 70 percent of the fatal roadway departure crashes from 2007 to 2011, and speeding/aggressive driving was a contributing factor in over 40 percent of crashes. Nearly 17 percent of fatal crashes involved younger drivers. (See Appendix B.)



■ fatal crashes ■ incapacitating-injury crashes

Severe Distracted Driving Crashes in New Mexico by Year, 2007 to 2012

Priority Safety Strategies

- Increase awareness of distracted driving using aggressive “Just Drive” public education and awareness campaigns that support the State’s ban on all electronic communications while driving.
- Increase and strengthen high-visibility enforcement of cell phone use/text messaging and electronic communication device laws.
- Encourage use of technology to eliminate use of cell phones, other mobile devices, and texting while driving.
- Improve data collection and reporting for distracted driving crashes.
- Ban all cell phone use while driving, including hands-free, for all drivers.
- Incorporate information on distracted driving into education programs and materials for young drivers.

Impaired Driving

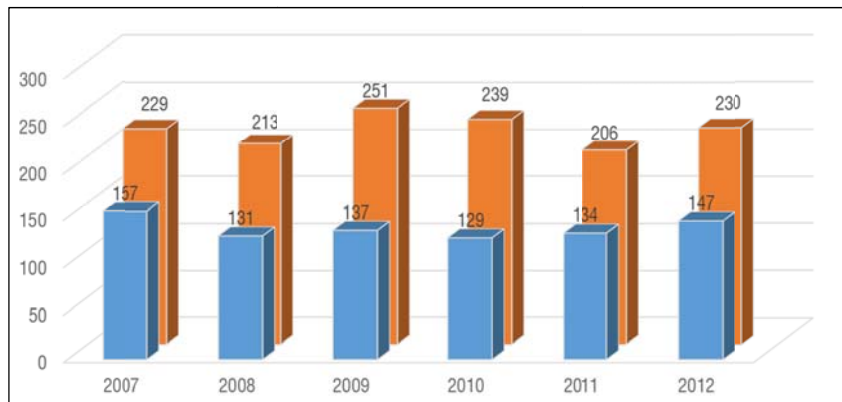


Traffic crashes involving a driver with a BAC of 0.08 or higher are considered to be alcohol-impaired driving crashes. The term “driver” refers to the operator of any motor vehicle, including a motorcycle. Nationally, alcohol-impaired motor vehicle crashes cost more than an estimated \$44 billion annually. In 2014, almost 10,000 people died in alcohol-impaired driving crashes nationwide (NHTSA, 2015) – one every 51 minutes.

Despite aggressive safety campaigns, impaired driving continues to be a significant problem both for New Mexico and nationally. In New Mexico, drinking and driving is the #2 driver-related factor contributing to fatal crashes. Impaired-driving fatal crashes in New Mexico are more likely to occur on weekend nights and involve younger males. Although impaired-driving crashes have declined, they still account for 40 percent of all traffic fatalities in New Mexico. Consequently, impaired driving is one of New Mexico’s priority safety emphasis areas.

From 2007 to 2012, impaired driving was a contributing factor in 835 fatal (42.2 percent) and 1,368 incapacitating-injury crashes (16.2 percent) on New Mexico’s roadways. Both fatal and incapacitating-injury crashes due to impaired driving have remained fairly stable over this time. Road departure crashes accounted for two-thirds of fatalities and speeding over half. Despite the downward trend, impaired driving remains a high-priority emphasis area.

ENDWI



■ fatal crashes ■ incapacitating-injury crashes

Severe Impaired Driving Crashes in New Mexico by Year, 2007 to 2012

Priority Safety Strategies

- Conduct aggressive, high-visibility DWI enforcement campaigns.
- Increase education for judges on drug impairment tests, improve awareness and communication with courts to ensure drug screening occurs, and protect funding for Drug Court programs.
- Allow New Mexico Department of Health, Scientific Labs Division to testify via video conference.
- Develop education program regarding drinking and driving, including family education and private-host parties.
- Conduct well-publicized compliance checks of alcohol retailers to reduce sales to underage persons.
- Change legislation to restrict the number of drinks served, and continue work on public awareness regarding amount of alcohol consumed.
- Explore the strengthening of repeat DWI offender monitoring programs and associated recidivism.

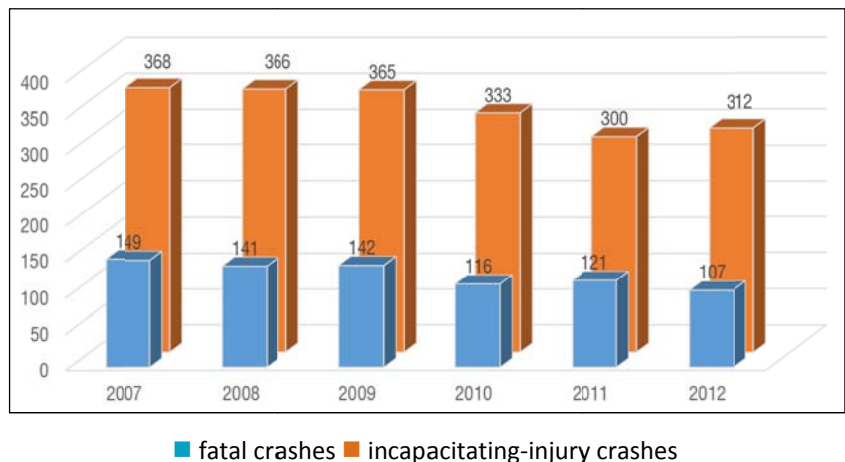
Speeding / Aggressive Driving



Both speeding and aggressive driving are serious problems on New Mexico's roadways. A crash is speed related if the driver is charged by a law enforcement officer for racing, driving too fast for conditions, or exceeding the posted speed limit. Speeding is typically considered to be aggressive driving when a vehicle's speed substantially exceeds the prevailing travel speeds of other vehicles. Aggressive driving also involves unsafe driving behaviors such as exceeding safe speeds for road conditions, following too closely, failure to yield, swerving in and out of traffic, and disregarding traffic controls and other driving behaviors that contribute to unsafe conditions (such as tailgating, weaving, and rapid lane changes). Aggressive drivers often commit a combination of unsafe traffic offenses that endanger themselves, their occupants, and other roadway users. Higher speeds result in greater potential for loss of vehicle control, lower driver response time to avoid a crash, the need for increased stopping distance, and increased crash severity. National research suggests that drivers who speed (defined as 10 mph or more above the posted speed) perceive posted speed limits as more of a minimum speed and have different beliefs about how fast they can drive before receiving a ticket and how fast they can safely travel. Other risk factors such as alcohol and lack of seat belt use are often associated with higher percentages of aggressive driving crashes. Speeding is a more clearly defined problem than aggressive driving, and strategies to reduce speeding (and other serious traffic law violations) can provide a means to address aggressive driving.

From 2007 to 2012, 39 percent of all fatal collisions and 24 percent of incapacitating injuries were speeding and/or aggressive-driving related. Overall speeding/aggressive driving was a contributing factor in 776 fatal crashes and 2,044 incapacitating-injury crashes on New Mexico roadways. Nationally, in 2013, 29 percent of fatalities were speeding related.

For speeding/aggressive driving fatal crashes, almost 80 percent were related to road departure and 50 percent were related to an impaired driver. For incapacitating-injury crashes, 60 percent involved at least one distracted driver and over half occurred in urban areas.



Severe Speeding / Aggressive Driving Crashes in New Mexico by Year, 2007 to 2012

Priority Safety Strategies

- Increase funding to conduct highly visible, publicized, and saturated enforcement campaigns at locations with a higher incidence of aggressive driving/speed-related crashes.
- Increase public awareness of potential risks and penalties of being stopped by law enforcement for driving at high speeds and aggressive driving in rural communities and on rural roads.
- Provide funding to conduct enforcement and associated public information campaigns in rural areas, and initiate efforts to collect local crash data to assess performance.
- Implement active speed warning signs, including dynamic message boards at rural-to-urban transitions.
- Continue the 100 Days and Nights of Summer Enforcement Program.

Use of Safety Restraint

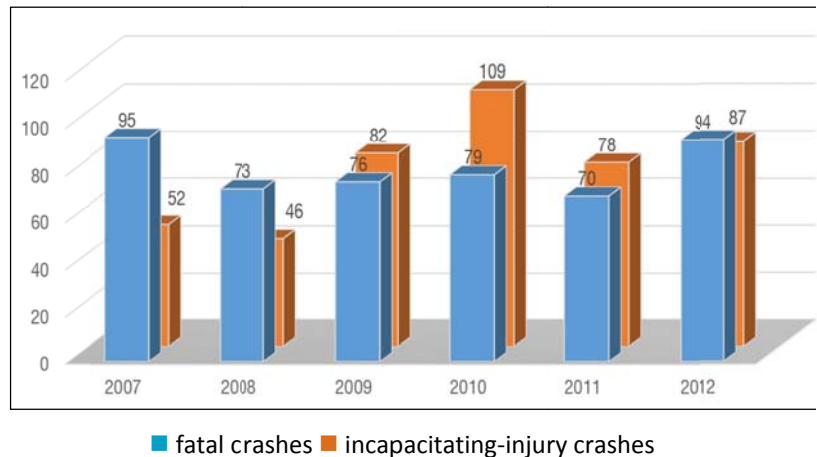


Research clearly shows that using seat belts and child car seats saves lives. When used properly, seat belts reduce the risk of fatal injury to front-seat passenger car occupants by 45 percent and light truck occupants by 60 percent. It is estimated that child safety seats reduce fatal injury by 71 percent for infants (younger than 1 year) and by 54 percent for toddlers (ages 1 to 4 years) in passenger cars. The 2014 New Mexico Seatbelt Observation Survey shows that 92.1 percent of drivers and front-seat passengers were wearing seatbelts. In New Mexico, the seat belt use rate continues to be above the nationwide seat belt use rate of 87 percent. New Mexico's primary seat belt and child safety/booster seat laws; sustained high-visibility enforcement such as BLKUP B4U Drive and Click It or Ticket Day and Night; and child safety seat distribution program, fitting stations, and information clinics have been instrumental in achieving high safety restraint use, thereby reducing safety restraint-related traffic fatalities and incapacitating injuries.

From 2007 to 2012, not wearing a seat belt was a contributing factor in 487 fatal crashes (25 percent) and 454 incapacitating-injury crashes (5 percent) on New Mexico's highways. Although the number of fatal crashes has remained relatively stable over this time, the number of incapacitating-injury crashes due to distracted driving increased.

In New Mexico, 8 percent of occupants typically do not wear seat belts. Yet almost 25 percent of the fatalities statewide involved unbelted individuals from 2007 through 2012.

Road departure crashes represented 87 percent of the non-restrained fatal crashes. Of the fatal crashes involving unrestrained drivers, over 55 percent were speeding and distracted-driving related and almost 50 percent were impaired-driving related.



Severe No Safety Restraint Used Crashes in New Mexico by Year, 2007 to 2012

Priority Safety Strategies

- Provide enhanced enforcement and focused communication outreach to population groups with lower safety restraint use rates.
- Sustain New Mexico's comprehensive Child Restraint Program.
- Conduct child safety restraint observation survey.
- Conduct highly visible, publicized enforcement campaigns to strengthen detection and public awareness of the risk of not using seat belts and child restraints.
- Research and identify effective policies that can be implemented by state, local, and tribal governments, and private-sector employers to increase safety restraint usage.
- Strengthen nighttime seat belt enforcement.
- Incorporate information on unbelted-occupant crashes into education programs for young drivers.

Motorcycles



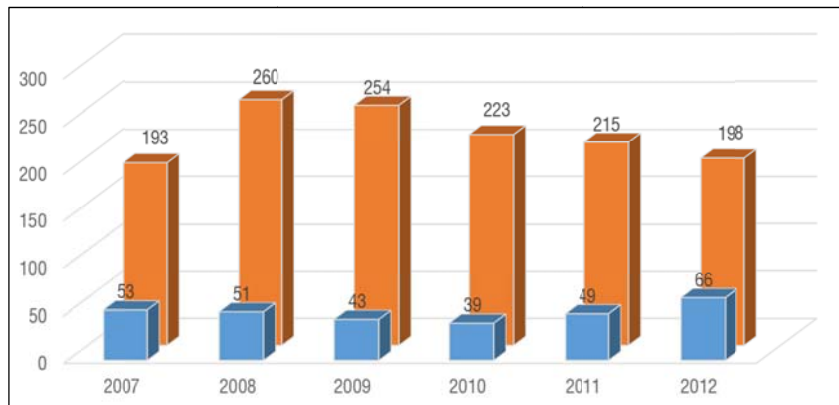
Motorcyclists are overrepresented in severe traffic crashes. Motorcycle crashes can involve the motorcycle alone, the motorcycle and a fixed object, or multiple vehicles where one is a motorcycle. When two cars collide, the result is often property damage that can be repaired; however, when a car and motorcyclist collide, there is often direct vehicle-to-human contact. In 2012, 52 percent of all motorcycles involved in fatal crashes nationwide collided with another type of motor vehicle. On a per-mile basis, motorcyclists are 26 times more likely than passenger vehicle occupants to be fatally injured in motor vehicle crashes.

Riding a motorcycle takes coordination, balance, and, most important, good judgment. Motorcyclists who choose to ride after drinking or while distracted are crippling their ability to think clearly and operate their bike safely. Nationally, the percentage of intoxicated motorcycle riders involved in fatal crashes is greater than the percentage of intoxicated drivers. Over 30 percent of New Mexico's motorcycle fatalities involved a rider under the influence of alcohol or drugs; 50 percent involved a distracted rider.

In the event of a crash, motorcycle protective gear is essential to help protect riders from injury. Head injury is the leading cause of death in motorcycle crashes. In New Mexico, 61 percent of the fatal crashes in 2013 involved an unhelmeted motorcyclist. For example, NHTSA estimates that helmets are 37 percent effective in preventing fatalities for motorcyclists.

From 2007 to 2012, motorcycles were a contributing factor in 301 fatal crashes (15 percent) and 1,334 incapacitating-injury crashes (16 percent) on New Mexico's roadways. Although the number of incapacitating-injury crashes involving motorcycles decreased during this period, the number of fatal crashes increased.

In New Mexico, over half of the fatalities and almost two-thirds of incapacitating-injury crashes occurred in urban areas. Speeding/aggressive driving contributed to 49 percent of fatal motorcycle crashes with over half related to distracted driving.



■ fatal crashes ■ incapacitating-injury crashes

*Severe Motorcycle Crashes in New Mexico,
2007 to 2012*

Priority Safety Strategies

- Implement incentive program for helmet use.
- Support licensing and rider training programs that adequately teach and measure skills and behaviors required for crash avoidance.
- Fund motorcycle safety programs to increase rider awareness of the risks of operating a motorcycle while impaired (alcohol and/or drugs).
- Develop and implement a highly visible multimedia campaign aimed at increasing other drivers' awareness of motorcycles in conjunction with a short-term enforcement program, including enforcement and outreach of safe and secured loads.



Pedestrian safety is a significant concern in New Mexico. In 2014, New Mexico had the highest pedestrian fatality rate per capita of all 50 states, and in 2015, based on preliminary data, still ranked in the highest six states. For this reason and historical concerns, New Mexico is designated as a Pedestrian Safety Focus State by the FHWA.

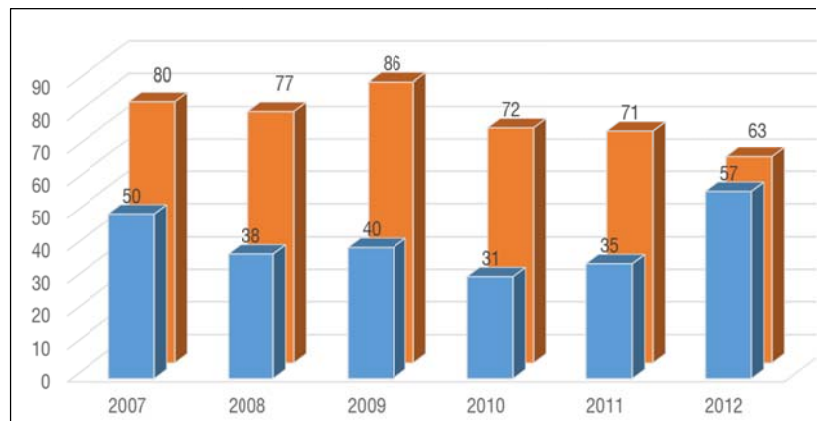
Although there are different preferences and means of transportation, there is one thing that all road users share—everyone is a pedestrian. Pedestrian crashes involve a collision with a driver of a vehicle within the public right-of-way and include any person on foot, sitting, lying down, or operating a mobility assistance device.

Pedestrian fatalities in New Mexico are more likely to involve a younger male in dark, unlit conditions in an urban setting (61 percent). For alcohol-involved pedestrian crashes, the pedestrian is most likely to be under the influence of alcohol. In 2015, 54.5 percent of pedestrian fatalities were the result of an alcohol-involved crash, which was the highest contributing factor.

From 2007 to 2012, pedestrians were involved in 251 fatal crashes (12.6 percent of total crashes) and 449 incapacitating-injury crashes (5.5 percent) on New Mexico's roadways. In 2012, 4,743 pedestrians were killed and an estimated 76,000 were injured in traffic crashes in the United States. On average, a pedestrian was killed every 2 hours and injured every 7 minutes in traffic crashes.

In 2014, pedestrian fatalities in the state increased significantly to 74 (19.3 percent of all fatalities) and in 2015, to 55 (18.39 percent). Nationally in 2014, pedestrian crashes were 14 percent of all fatalities.

LOOKFORME



■ fatal crashes ■ incapacitating-injury crashes

Severe Pedestrian Crashes in New Mexico, 2007 to 2012

Priority Safety Strategies

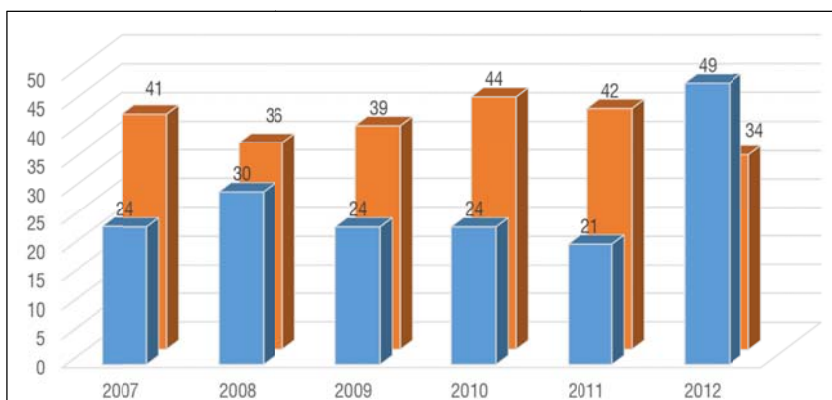
- Explicitly include the safety of all road users in the design of transportation projects, including maintenance projects and plans.
- Include safe interaction and connectivity of transit, pedestrian, and bicycle modes in the planning, design, and construction of transportation facilities.
- Continue improving the collection and analysis of pedestrian crash data (whether or not a motor vehicle was involved) and facilitate the development of an integrated database that includes all data collected at state, local (MPO and RTP), and tribal levels.
- Install traffic calming roadway sections and intersections, such as road diets.
- Encourage and fund pedestrian safety education and/or enforcement programs.
- Install street lighting and other measures to improve conspicuity and visibility of pedestrians.
- Using data, identify hotspots and other related safety issues and evaluate countermeasures as part of the HSIP Systemic Pedestrian Safety Program.



According to 2010 U.S. Census data, Native Americans constituted 9.4 percent of New Mexico's population. However, in 2014, they accounted for 19.3 percent of the traffic deaths (FARS, 2014). Although crashes on tribal lands in New Mexico showed as a steady trend between 2007 and 2011, fatal and incapacitating-injury crashes sharply rose in 2012. Based on the crash numbers, one could assume that little progress has been made to improve traffic safety on tribal lands; however, recent increases in fatal and incapacitating-injury crashes may be due to a greater number of tribes reporting crash data to the NMDOT. To better equip tribes with the ability to more efficiently collect and report data, analyze crash causation factors, and identify effective safety strategies and their implementation, the NMDOT is encouraging tribal enforcement agencies to use the nationally deployed TraCS for the electronic capture and submission of crash reports. Key to successfully improving tribal traffic safety is strengthening coordination across jurisdictions and among tribal safety stakeholders. Fundamental to this success is the NMDOT working with tribes to identify safety issues with tribes in a leadership role.

From 2007 to 2012, there were 157 fatal crashes (7.9 percent of statewide fatalities) and 251 incapacitating-injury crashes (3.0 percent) reported on tribal roadways in New Mexico.

Based on 2007 to 2011 crash data, 68 percent of fatalities on tribal lands involved road departure crashes. Nearly half of all reported fatalities involved an impaired driver and/or distracted driver. In 2011, over half of the fatal crashes that occurred on New Mexico's tribal lands involved Native Americans. (See Appendix B.)



■ fatal crashes ■ incapacitating-injury crashes

Severe Tribal Land Crashes in New Mexico by Year, 2007 to 2012

Priority Safety Strategies

- Create New Mexico task force on tribal transportation safety.
- Conduct annual Tribal Safety Summit to collaboratively identify and understand safety issues based on tribal context and needs.
- Facilitate procedures, systems, and policies to support collection, sharing, and use of crash, citation, and EMS data among State, local, and tribal governments.
- Provide opportunities for tribal identification of safety issues and education of NMDOT on these issues.
- Incorporate tribal data into statewide databases.
- NMDOT to work closely with tribal governments to educate and provide outreach relating to safety opportunities.
- Encourage better coordination between tribal entities and adjacent non-tribal communities – law enforcement, EMS, etc.

Young Drivers



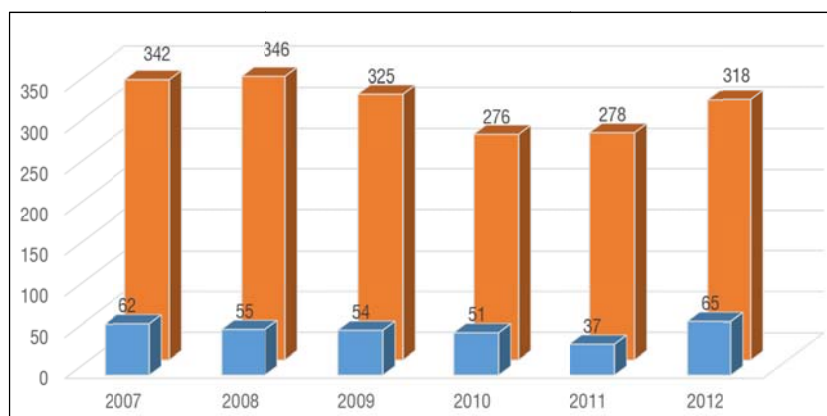
Motor vehicle crashes are the leading cause of death among 15- to 20-year-olds, according to most recent data (2009) from the National Center for Health Statistics. Young-driver crashes, particularly in the first 6 months of licensure, are primarily due to specific risk factors, including limited driving experience resulting in a lack of driving skills; heightened impulsivity and sensation-seeking behavior; greater willingness to engage in risk-taking behavior (for example, distracted driving, speeding, and not wearing a seat belt); and overestimating ability to multitask while driving.

Young drivers' lack of experience makes it difficult for them to proactively identify hazardous conditions and to safely react to them; thereby, disproportionately involving them in more crashes. Inexperience, coupled with exposure to higher-risk driving environments, such as nighttime driving and/or multiple passengers, increases a teen driver's risk of a crash.

Young-driver fatalities and incapacitating injuries are often paired with unsafe behaviors, such as speeding/aggressive driving, distracted driving, unrestrained occupants, and alcohol-impaired driving. Although in New Mexico far more incapacitating-injury crashes occur in urban areas, the majority of young driver-involved fatalities occur in rural areas and nearly 70 percent are road departure crashes.

From 2007 to 2012, young drivers were involved in 362 fatal crashes (18.3 percent of total crashes) and 2,024 incapacitating-injury crashes (23.9 percent) on New Mexico's roadways. Although the number of severe crashes involving young drivers was declining, the number of both types of crashes increased significantly in 2012 compared to 2010 and 2011.

For all contributing factors, incapacitating-injury crashes involving young drivers rank third, with almost 75 percent occurring in urban areas. Distracted driving involving young drivers is also a significant factor (68 percent) in incapacitating-injury crashes. However, speeding/aggressive driving (27 percent) is relatively low in urban-related crashes.



■ fatal crashes ■ incapacitating-injury crashes

Severe Young Driver Crashes in New Mexico, 2007 to 2012

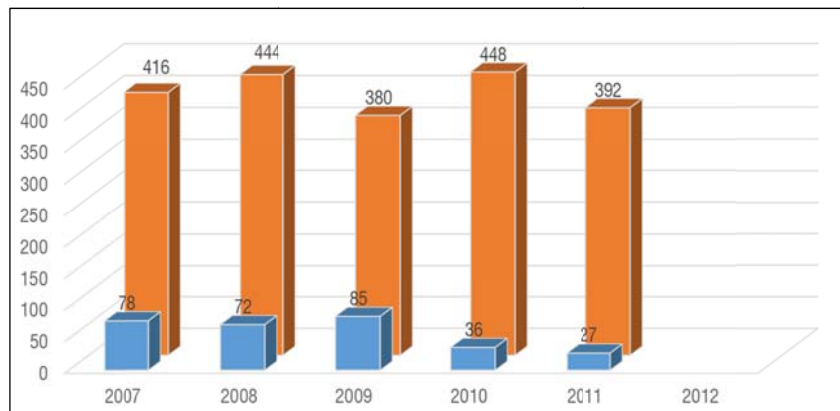
Priority Safety Strategies

- Enact minimum age of 16 for learner's permit and full driver's license at age 18 to comply with MAP-21 and be eligible for Graduated Driver's License (GDL) Incentive Grant funding.
- Improve content and delivery of driver's education/training, including vehicle recovery skills training, to comply with national driver's education standards.
- Expand the hours for restricted nighttime driving for young drivers from the current 11:00 PM to 5:00 AM period to 10:00 PM to 5:00 AM.
- Publicize and enforce laws pertaining to underage drinking and driving.
- Provide and promote alternative transportation (for example, public transportation) for young drivers.



Intersection-related serious (incapacitating-injury) crashes were the third-highest contributing factor of all emphasis areas in New Mexico. Due to their nature, intersections (with crossing and turning maneuvers of vehicles, pedestrians, and other transportation modes) are points of conflict for users. These possible intersection conflicts place greater demands on users to safely and efficiently travel compared to other driving tasks, such as driving along a straight, two-lane roadway. To successfully negotiate an intersection, particularly one that is unsignalized or high speed, drivers and other users must use careful judgment and make relatively complex decisions – for example, the available time gap needed to cross or turn based on the speed of approaching vehicles. It is well known that young drivers, older drivers, and those that may be impaired or distracted, are at a greater risk in negotiating intersections. According to the FHWA, over the last several years an average of one-quarter of traffic fatalities and roughly half of all traffic injuries are attributed to intersections in the United States. Intersections can also become very congested when traffic volumes are high, creating even a higher level of challenge that results in user delay and frustration. Particularly in urban areas, intersections are a focal point for both safety- and operation-related demands.

From 2007 to 2011, there were 298 fatal crashes (18.2 percent of all fatalities) and 2,080 incapacitating-injury crashes (29.2 percent) at intersections on New Mexico's roadways. Most intersection-related crashes occurred in urban areas: 80.2 percent of fatal and 87.3 percent of incapacitating-injury crashes. For incapacitating-injury crashes, several prominent patterns were noted: Two-thirds of these crashes were attributed to distracted driving and 49 percent of these crashes involved either a young driver (27.8 percent) or older driver (21.3 percent). These two factors combined were the highest for any emphasis area. (See Appendix B.)



■ fatal crashes ■ incapacitating-injury crashes
Severe Intersection Crashes in New Mexico by Year, 2007 to 2011

Priority Safety Strategies

- Reduce the frequency and severity of crashes at signalized and unsignalized intersections by implementing traffic control and operational improvements.
- Reduce the frequency and severity of crashes at signalized intersections by implementing geometric improvements.
- Improve visibility of the intersection by installing roadway lighting.
- Improve visibility of intersections and traffic control devices (signs and signals) by installing enhanced signage and delineation.
- Improve access management near signalized intersections.
- Clear sight triangles or redesign intersection approaches.

PRIORITY SAFETY EMPHASIS AREAS

Older Drivers

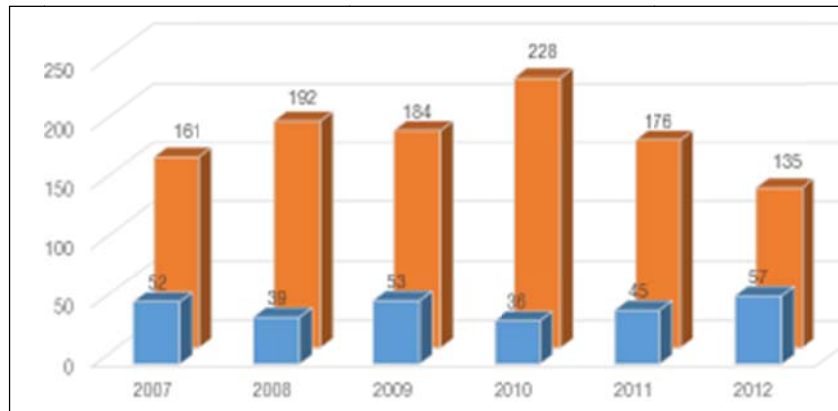


It is estimated that by 2020, nearly one in six Americans will be age 65 or older and most will be licensed to drive. In a 2004 study, the AAA Foundation for Traffic Safety reported that, compared to drivers age 55 to 64, drivers over 65 are almost twice as likely to be fatally injured in a car crash. The likelihood of a fatal crash increases to two-and-a-half times for drivers over 75, and to four times for drivers age 85 and older. Nationally, drivers over 85 years old remain the fastest growing demographic group.

Nationwide in 2012, older drivers had the lowest fatal crash involvement compared to other driver age groups. Research supports that fatal crash rates increase noticeably starting at age 70 to 74, and are highest among drivers age 85 and older.

Although older drivers have an increased risk of being involved in a severe crash, they are more likely to consistently practice safe-driving habits and self-regulate driving risk (for example, minimizing their nighttime driving). Despite their safe-driving practices and a wealth of driving experience, increased fatality risk among older drivers is largely due to their increased susceptibility to more serious injuries. In addition, older drivers may experience declines in vision, hearing, reaction time, and flexibility that increase their risk of a crash.

From 2007 to 2012, older drivers were involved in 282 fatal crashes (14.3 percent of all fatalities) and 1,076 incapacitating-injury crashes (12.7 percent) on New Mexico's roadways. Although the number of fatal and incapacitating-injury crashes involving older drivers fluctuated somewhat and declined in recent years, the number of fatal crashes has been somewhat consistent over the years.



■ fatal crashes ■ incapacitating-injury crashes

*Severe Older Driver Crashes in New Mexico,
2007 to 2012*

Priority Safety Strategies

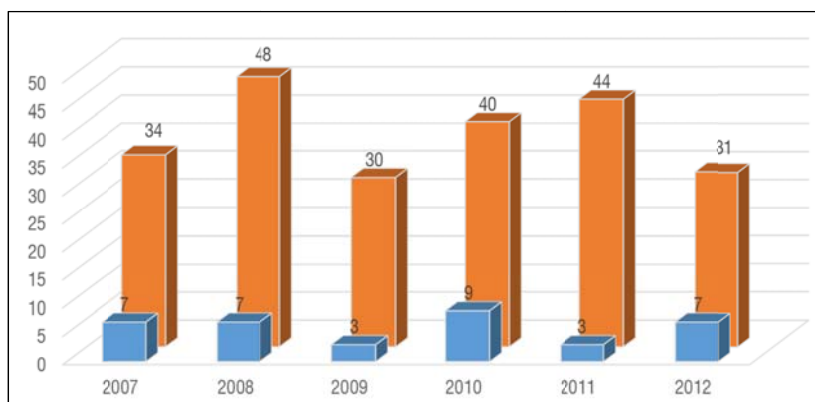
- Conduct comprehensive review of older road users and driver's license renewal policies for older drivers against best practice and older driver safety research.
- Update the screening protocol and training for Motor Vehicle Division (MVD) personnel to identify older drivers who demonstrate a decline in physical or cognitive functioning.
- Improve the roadway and driving environment to better accommodate older drivers' special needs.
- Develop informational resources and conduct outreach for family, friends, physicians, and law enforcement to refer at-risk older drivers to the MVD for safety assessment.
- Provide skills training for older drivers in the use of modern roundabouts, diverging diamond interchanges, and single-point urban interchanges.



Bicycling is growing in popularity as a healthy, economical, and environmentally friendly transportation preference, prompting cities and State agencies across New Mexico and the United States to plan for bicyclists when formulating transportation plans and infrastructure improvements. Unfortunately, when bicyclists are involved in a traffic crash, because they are more vulnerable, bicyclists have an inherent disadvantage—the motor vehicle will always win. While the number of bicyclists killed on national roadways has ranged from a high of 772 fatalities in 2006 to 743 fatalities in 2013, New Mexico's bicycle fatalities have remained fairly constant between 2007 and 2012. Based on national data, bicyclist fatalities and serious injuries represent a growing percentage of all traffic fatalities and incapacitating injuries. Specifically, bicyclist fatalities comprised 1.7 percent of all United States traffic deaths in 2004, but represented 2.3 percent in 2013 (GAO, 2015). A similar trend has been noted for incapacitating injuries. Bicycle fatalities are increasingly in urban areas, accounting for 65 percent of all bicycle fatalities in New Mexico, which is similar to national crash data. Nationally, long-standing risky behaviors by bicyclists (including lack of helmet use and alcohol impairment, which account for 24 percent of the bicycle fatalities in New Mexico) continue to contribute to bicycle fatalities and incapacitating injuries. Inattentive, distracted, and aggressive drivers are a major, growing threat to bicyclist safety in the United States and New Mexico. These contributing factors influence the incidence and severity of bicyclist-involved crashes, even at play.

From 2007 to 2012, bicycles were involved in 36 fatal crashes and 227 incapacitating-injury crashes on New Mexico's roadways. Both fatal and incapacitating-injury crashes involving bicycles fluctuated during this period. In addition, 31 percent of bicyclist fatalities in New Mexico were intersection related.

New Mexico ranked 4th in the United States (NHTSA, 2014) in terms of fatalities per million population, with a rate of 3.36 in 2012. The 2012 national average was 2.31 bicyclist fatalities per million population.



■ fatal crashes ■ incapacitating-injury crashes

Severe Bicycle Crashes in New Mexico by Year, 2007 to 2012

Priority Safety Strategies

- Consider bicycle usage and safety on shoulders for resurfacing and maintenance projects, and review associated guidelines regarding the need for and ideal placement of rumble strips for the safety of all users.
- Develop guidelines and policies that include safe interaction and connectivity of transit, pedestrian, and bicycle modes in planning and design of transportation facilities.
- Develop and fund bicyclist skills and safety education program, and develop and use proven strategies to improve bicycle safety.
- Maintain a robust Road Safety Assessment program for State/local/tribal entities.
- Develop coordinated, statewide law enforcement operations to help modify driver and bicyclist behavior to reduce conflicts and crashes.

Heavy Vehicles



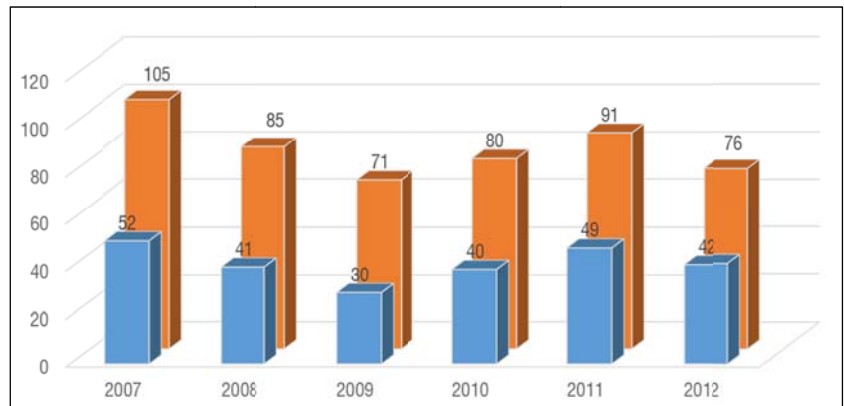
Most fatalities resulting from heavy vehicle crashes involve occupants of passenger vehicles. Collisions between heavy trucks, commercial buses, and smaller vehicles (such as passenger cars, light trucks, and minivans) can be particularly lethal to the occupants of the smaller vehicle, mainly because of the difference in weight: large trucks weigh more than 10,000 pounds, which is 10 to over 50 times more than passenger cars. In addition, loaded tractor-trailers take 20 to 40 percent farther to stop than cars, and even more distance is needed on wet and slippery roads. Large trucks are higher with greater ground clearance, which can result in a smaller vehicle under-riding the truck in a crash.

National studies have shown that in more than two-thirds of heavy vehicle crashes, drivers of passenger vehicles were cited as contributing to the crash. Sharing the road with heavy trucks can be safe if motorists are more fully aware of the braking/stopping, visibility, and maneuverability limitations of large trucks.

Among motorists killed in heavy vehicle crashes, the rate of passenger vehicle occupant deaths and large-truck occupant deaths per mile traveled has declined in the United States and New Mexico, with a historical low in 2009.

From 2007 to 2012, heavy vehicles were involved in 254 fatal crashes (12.8 percent of total) and 508 incapacitating-injury crashes (6.0 percent of total) on New Mexico's roadways. Both fatal and incapacitating-injury crashes involving heavy vehicles fluctuated during this period. Compared to the national data, 11.8 percent of fatal crashes involve at least one or more heavy vehicle.

From 2007 to 2011, 70 percent of New Mexico heavy vehicle fatal crashes involved multiple vehicles and 77 percent occurred on rural roadways. For this same period, 71 percent of heavy-vehicle incapacitating-injury crashes on New Mexico's roadways were due, in part, to driver distraction. (See Appendix B.)



■ fatal crashes ■ incapacitating-injury crashes

Severe Heavy Vehicle Crashes in New Mexico, 2007 to 2012

Priority Safety Strategies

- Encourage trucking companies and other fleet operators to implement fatigue management programs for their drivers.
- Reduce fatigue-related crashes by installing additional parking spaces at public rest areas and promoting the installation of additional parking spaces at private rest areas.
- Promote development and deployment of truck safety technologies, including driver distraction mitigation measures.
- Promulgate Share the Road information through print and electronic media.
- Develop public hotline to report erratic heavy vehicle operation.
- Provide weigh-in-motion and other automatic sensors (such as heat of brakes, tires) to detect noncompliant and potentially unsafe heavy vehicles at appropriate sites statewide.
- Develop inclement weather strategies for coordinated public agency responses.

Inclement Weather

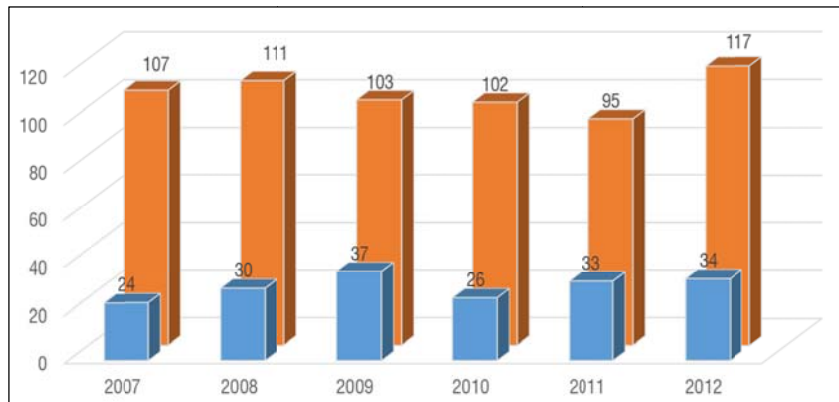


Weather-related crashes are defined as those crashes that occur in adverse weather (such as rain, sleet, snow, fog, severe crosswinds, or blowing snow/sand/debris) or on slick pavement (wet, snowy/slushy, or icy pavement). Low visibility, precipitation, high winds, and temperature extremes affect driver capabilities and vehicle performance (such as traction, stability, and maneuverability), as well as increase the risk of being involved in a crash. On average, there are over 5,760,000 vehicle crashes nationwide each year. Approximately 22 percent of these crashes – nearly 1,259,000 – are weather-related. On average, nearly 6,000 people (16 percent of all fatalities) are killed and over 445,000 people (19 percent of all injuries) are injured in weather-related crashes each year.

From 2007 to 2012, inclement weather was a contributing factor in 184 fatal crashes (9.3 percent of statewide fatal crashes) and 635 (7.5 percent of statewide) incapacitating-injury crashes on New Mexico's roadways. The number of both fatal crashes and incapacitating-injury crashes remained fairly stable during this period.

Road departure accounted for 75 percent of fatal crashes.

Speeding/aggressive driving was a contributing factor for over half of these crashes with over 80 percent occurring in rural areas. Almost half of the incapacitating-injury crashes were in urban areas with road departure and distracted driving ranking high as contributing factors.



■ fatal crashes ■ incapacitating-injury crashes

Severe Inclement Weather Crashes in New Mexico by Year, 2007 to 2012

Priority Safety Strategies

- Implement motorist warning systems on highway ramps, bridges, and/or roadway segments (such as variable message signs) to alert drivers to high-risk conditions such as snowy/icy/wet pavement, low visibility, and high winds.
- Explore the use of dynamic message signs and/or variable speed limit signs in select areas to modify the speed limit according to weather and pavement conditions.
- Incorporate Road Weather Information System (RWIS) and satellite data using intelligent transportation systems (ITS) to provide real-time weather information and alternate routes, and to encourage alternate transportation modes to the traveling public.
- Disseminate best practices about high-wind/low-visibility driving conditions using the media.

Emergency Medical Services



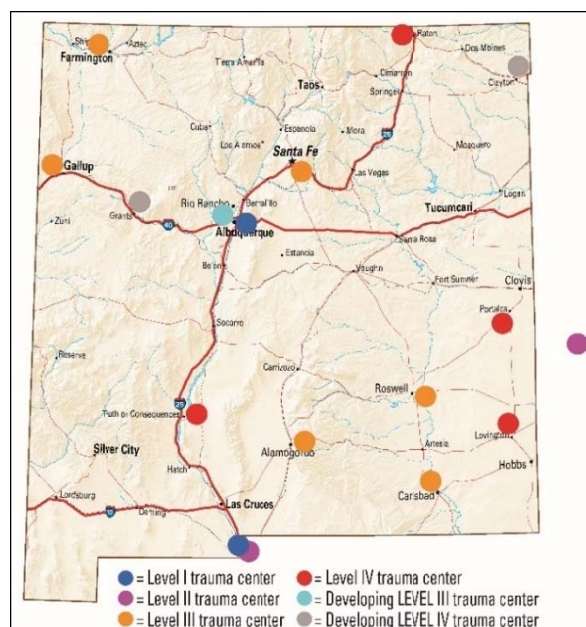
When injuries occur as a result of motor vehicle crashes, EMS provides the best “last chance” to reduce death and disability. Rural EMS providers face unique challenges compared to urban area EMS: Response times in rural areas are longer due to the greater travel distances required to reach the scene of a crash and the appropriate trauma care center. According to national studies, pre-hospital times for crash occupants were substantially longer for rural crashes, averaging 42 minutes in rural areas compared to 25 minutes in urban areas. EMS arrives at the scene within 10 minutes of notification in more than 85 percent of urban fatal crashes but in less than 54 percent of the time in rural fatal crashes. Additionally, rural EMS systems frequently operate in areas with limited telecommunication options, and rural EMS volunteer staffing, equipment, and training resources are more limited.

New Mexico’s EMS Bureau is designated as the lead agency for the State’s EMS system and serves to establish and maintain programs for regional EMS planning and development as well as direct EMS services throughout the state. The EMS Bureau, together with the Departments of Transportation and Public Safety, seeks to strengthen its EMS partnership for traffic safety.

There are four levels of trauma centers serving New Mexico:

- **Level I** – has 24/7 trauma and specialty care available for all services, participates in clinical research on trauma care, and has residents training in trauma
- **Level II** – has 24/7 trauma and specialty care available for all services
- **Level III** – has 24/7 trauma and some specialty care services available
- **Level IV** – has an emergency department with trauma team activation and can rapidly facilitate transport to a higher level of care if necessary

The national Centers for Disease Control and Prevention concludes that a severely injured victim who received care at a Level I trauma center within 1 hour had a 25 percent reduced risk of death.



Trauma Centers Serving New Mexico

Priority Safety Strategies

- Reduce time from crash to appropriate definitive care by equipping EMS vehicles with multi-service, satellite-capable telephones, particularly in rural areas.
- Increase EMS training for rural EMS/fire personnel to include courses on leadership/management, as well as incident/scene management, by developing in-person and online regional training curriculum.
- Provide funding for installation of global positioning system units in EMS vehicles in rural areas to improve response time.
- Pre-designate landing areas for helicopters at crash sites.
- Educate EMS personnel on contacting NMDOT Districts to initiate traffic control activities to assist in the prevention of secondary crashes.
- Improve data collection and analysis capabilities related to NMEMSTARS.

Sleepy / Fatigued Driving



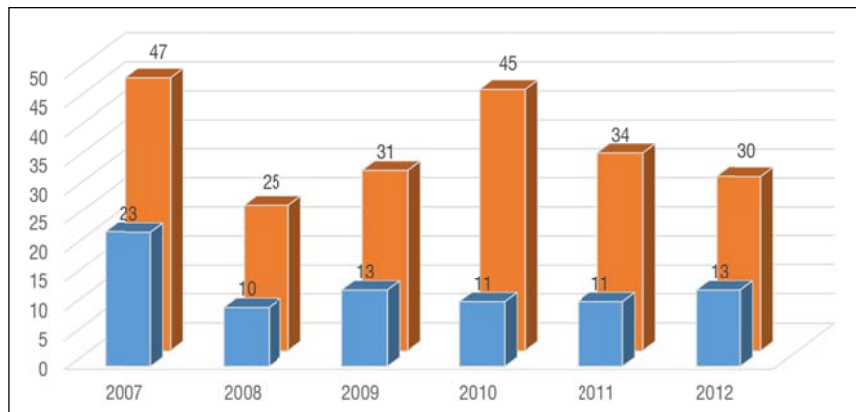
Photo source: AAA website

Falling asleep at the wheel is clearly dangerous. Driver sleepiness impairs driving performance, slowing reaction time, decreasing vigilance and attention, and impairing information processing and judgment. Fatigue affects physical and mental alertness, decreasing a driver's ability to operate a vehicle safely and to quickly react to avoid a crash, thereby increasing the risk of driver error – often leading to traffic fatalities and injuries. Long hours at the wheel make truck drivers particularly prone to drowsy-driving crashes.

New Mexico ranks in the upper tier of states in terms of rural lane miles. Research shows that the incidence of driver fatigue is higher in fatal rural crashes, which suggests that longer travel distances associated with rural travel increases driver fatigue. Approximately 4 percent of New Mexico's fatal crashes from 2007 to 2012 were sleepy/fatigued-related driving crashes. While sleepy/fatigued driving crashes are not a large proportion of the fatal crashes, NHTSA reports that drowsy driving crashes are largely underreported, and this type of crash is still an important New Mexico traffic safety focus.

From 2007 to 2012, fatigued driving was a contributing factor in 81 fatal crashes (4.1 percent of statewide crashes) and 212 incapacitating injury crashes (2.5 percent) on New Mexico highways. Fatal crashes due to fatigued driving have decreased slightly during this period, and incapacitating-injury crashes have increased slightly.

Nearly 84 percent of sleepy/fatigued driving crashes were road departure crashes. Thirty-four (50 percent) of the fatal crashes occurred at night or during low-light conditions. Drivers were not wearing a seat belt in approximately 28 percent of the fatal crashes attributed to sleepy or fatigued driving.



■ fatal crashes ■ incapacitating-injury crashes

Severe Sleepy / Fatigued Driving Crashes in New Mexico by Year, 2007 to 2012

Priority Safety Strategies

- Continue fatigued driving public education and awareness campaigns using popular forms of media to maximize public awareness of the risk of this condition.
- Make more rest stops available for sleepy/fatigued drivers.
- Encourage employers to offer fatigue management programs to employees working nighttime or rotating shifts.

Work Zones



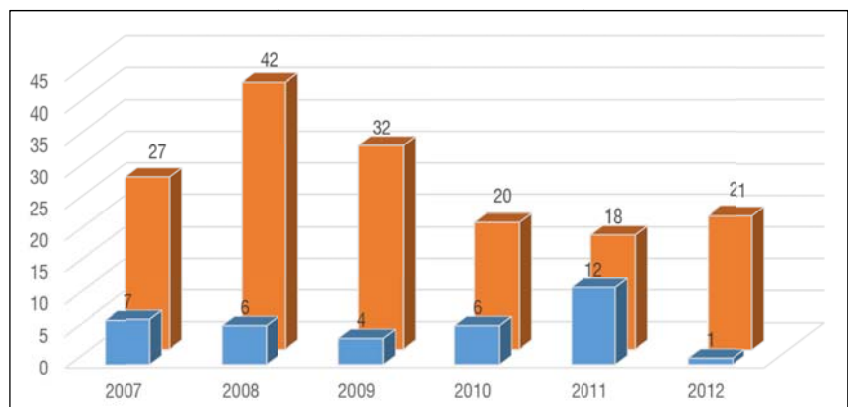
Maintaining the safe flow of traffic through work zones is a fundamental concern to transportation officials, industry, the public, businesses, and commercial motor carriers. The normal flow of traffic in construction areas can change as traffic lanes close or shift, or detours occur. A well-thought-out and executed plan and the use of appropriate traffic control devices contribute to the safety of drivers, pedestrians, bicyclists (including older roadway users and persons with disabilities), and road workers. To address safety in work zones, NMDOT sponsors ongoing training for its employees and local agencies in best practices to increase safety and mobility surrounding work zone projects.

NMDOT and the FHWA estimate that highway construction will increase in the near future to address the deteriorating highway infrastructure and to meet new capacity demands.

From 2007 to 2012, there were 36 fatal crashes (1.8 percent statewide) and 158 incapacitating-injury crashes (1.9 percent) in work zones on New Mexico roadways. Most fatalities (77 percent) occurred in rural areas.

A number of contributing factors have been identified related to work-zone fatalities:

- Over 57 percent of crashes involved a distracted driver
- 49 percent of crashes involved speeding/ driving aggressively
- 43 percent of crashes were related to alcohol
- 46 percent of crashes occurred at night
- 31 percent of crashes involved a heavy vehicle



■ fatal crashes ■ incapacitating-injury crashes

Severe Work Zone Crashes in New Mexico by Year, 2007 to 2012

Priority Safety Strategies

- Implement work-zone quality-assurance procedures and improve design practices through safety inspections or audits. Improve work zone traffic control devices, design practices, and operation.
- Enhance enforcement of traffic laws in work zones to improve driver compliance.
- Implement ITS strategies to improve safety in work zones.
- Increase public knowledge and awareness of work zones.
- Improve work zone safety for pedestrians, bicyclists, motorcyclists, and heavy truck drivers.



The New Mexico rail system includes freight and passenger lines of national, statewide, and regional significance. The State has a vision for the rail network that involves, in part, a fully integrated and safe multimodal passenger rail system.

Railroad passenger ridership and freight rail traffic is growing both nationally and in New Mexico. New Mexico's Rail Runner has carried 9.25 million passengers since service began on July 14, 2006. In 2012, the Rail Runner carried 1.13 million people.

Although traffic and axle loads have increased and railroad safety has improved since the 1970s, a consistent and stubborn rail safety issue involves crashes at highway-railroad grade crossings with pedestrians, bicycles, and motor vehicles. After two bicyclist deaths in two months at Rail Runner grade crossings during 2014, the NMDOT studied and implemented new ways to keep pedestrians and bicyclists safer around trains. Beyond crossing locations, crashes with trespassing pedestrians are also an historical concern.

The NMDOT's Rail Bureau is responsible, in part, for managing the Highway-Railroad Grade Crossing Safety Improvement Program, which establishes priorities for addressing highway-railroad grade crossing hazards and guides the implementation and evaluation of railroad grade crossing safety strategies.

From 2007 to 2012, vehicle collisions with a train resulted in 4 fatal crashes and 9 incapacitating-injury crashes in New Mexico. The number of both fatal and incapacitating-injury crashes fluctuated greatly during this time.

Nationally, trespassing and vehicles crossing in front of a moving train at highway at-grade crossings account for over 90 percent of all rail-related fatalities. Nearly 50 percent of vehicle-train collisions occur at crossings with active warning devices (gates, lights, and/or bells). In New Mexico, 75 percent of train-related fatalities occur in rural areas, and 67 percent of incapacitating injuries involve multiple vehicles.

Severe Train Vehicle Crashes in New Mexico
by Year, 2007 to 2012



Priority Safety Strategies

- Enhance safety for public at-grade crossings for motor vehicles, bicycles, and pedestrians.
- Implement measures that reduce trespassing incidents on railroad tracks and facilitate, with community involvement, channelization of pedestrians.
- Eliminate or upgrade at-grade crossings where stopped trains frequently block the crossings for an extended time, and mitigate crossings where emergency vehicles that must cross the tracks have no viable alternative road access to the opposite side.

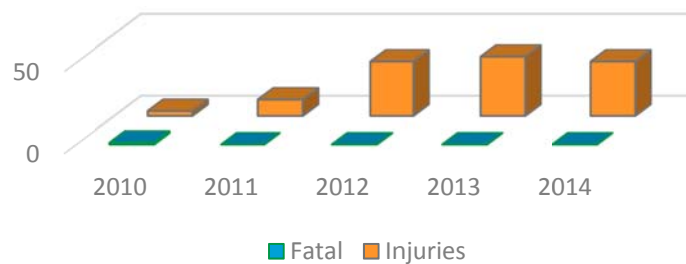
Transit / Buses



The goal of public transit is to carry passengers between residences, employment, and other destinations in a safe, convenient, efficient, and reliable manner. The safety of passengers is vital to the success of any transit system in retaining existing riders and encouraging new riders. The Federal Transit Administration (FTA) in New Mexico provides oversight to urban bus systems, and the NMDOT Transit and Rail Division provides oversight for rural transit agencies. New Mexico's urban and rural public bus transit systems have an excellent safety record. In 2014, 18.5 million passenger trips and millions of vehicle revenue miles were provided. Since 2009, there has been one reported transit-related public transit bus fatality in New Mexico. From 2009 to 2014, an average of 21.1 reportable incidents/collisions and 22.1 reportable injuries per year occurred (source: National Transit Database). Of these, there have been no reported rural transit fatalities and an average of 2.8 reportable incidents/collisions and 2.1 reportable injuries per year over the same period. For rural agencies, NMDOT has implemented strategies to consider and address potential transit/bus-related safety issues, including monitoring agencies and providing technical assistance, policy guidance related to vehicles/procurement, drug and alcohol testing compliance, training, and planning and project development. Proactive actions adopted include compliance reviews and vehicle inspections of rural transit agencies. New Mexico Rail Runner Express commuter rail is overseen by the FTA from an administrative perspective and the Federal Railroad Administration from a safety perspective.

In the past 15 years, the rural transit system in New Mexico has reported one fatality related to transit/bus operations. There is a need to improve data collection to verify that the data are complete and to collect crash-related injury data. A more comprehensive analysis of contributing factors including, but not limited to, site/location, mode, and transit mode is also desirable. To accomplish this, improved data collection may require reporting transit/ bus-related crash data to NMDOT. Currently, data reporting is not a requirement for transit providers.

New Mexico Regional Transit Fatalities and Injuries: 2010 - 2014



Priority Safety Strategies

- Improve accessibility to transit stops relating to user crossing capability, proximity to traffic signals, minimizing vehicles conflicts, and access to walkways.
- Improve pedestrian/bicycle transit stop facilities including, but not limited to, shelters, lighting, visibility, and related facilities.
- Identify operations and roadway facility improvements that can improve transit safety, such as location and types of stops, improved communications (such as use of geographic information systems), and signal pre-empt for transit.
- Collect, analyze, and report crash and other injury data associated with transit facilities.

Wildlife / Animals

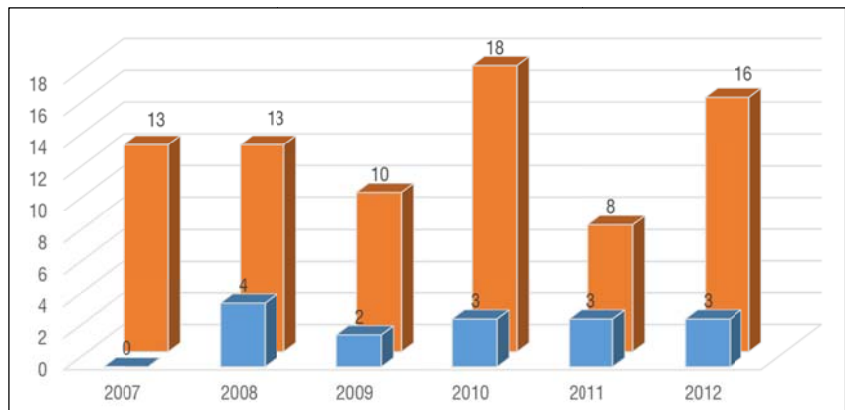


Nationwide, collisions with wildlife are a growing issue and represent an increasing percentage of the crashes on our roads, especially in rural areas. While the frequency of crashes has increased, the proportion of fatal and incapacitating-injury crashes is low. Based on national data, when these crashes do occur they typically involve collisions with large animals (livestock, elk, or deer) in rural areas. According to data from national crash databases, 89 percent of all wildlife-vehicles crashes (2001 through 2005) were on two-lane roads.

For drivers, collisions with wildlife/animals present a safety concern that can result in significant costs from vehicle damage. However, there are no simple solutions to reducing this type of crash. Safety strategies that show promise include integrated planning efforts; wildlife fencing and wildlife crossing structures; animal detection systems; and public information and education.

From 2007 to 2012, vehicle collisions with an animal resulted in 15 fatal crashes (0.8 percent of all fatalities) and 78 incapacitating-injury crashes (0.9 percent) on New Mexico roadways. Although the number of wildlife/animal-related fatal crashes was fairly stable, the number of incapacitating-injury crashes fluctuated during this period.

Of the fatal crashes and incapacitating-injury crashes, over 90 percent occurred in rural areas with 60 percent occurring in dark/ no-light conditions. Motorcycles were involved in almost 40 percent of the incapacitating-injury crashes.

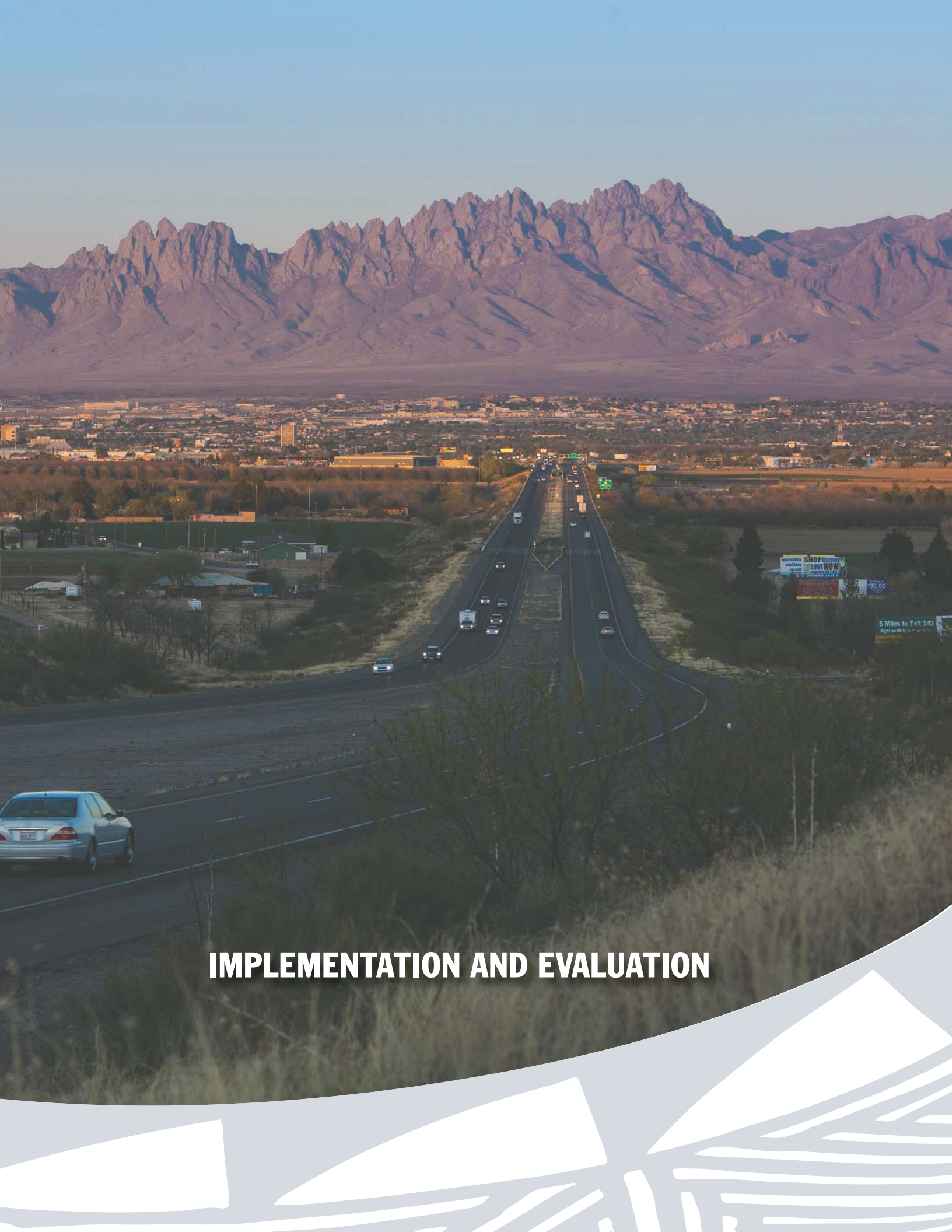


■ fatal crashes ■ incapacitating-injury crashes

Severe Wildlife/Animal Crashes in New Mexico by Year, 2007 to 2012

Priority Safety Strategies

- Standardize and improve data collection across agencies (maintenance crews, law enforcement, New Mexico Game and Fish, etc.) for more complete analysis.
- Install seasonal wildlife warning signs.
- Install animal detection systems and tie to ITS.
- Install fence with wildlife gap, warning signs, climb-out escapes, and/or underpasses at high-volume animal crossing locations.



IMPLEMENTATION AND EVALUATION

Implementation and Evaluation

Fatalities and incapacitating (serious) injuries due to traffic crashes in New Mexico have declined since the CTSP was updated in 2010, but the number of fatalities and incapacitating injuries remains a serious public health concern. The cost of fatalities, incapacitating injuries, and all types of crashes is significant in New Mexico. All of these elements emphasize the importance of a comprehensive 4E-based approach to transportation safety. This 2016 SHSP update provides the framework, data, and strategies to address a comprehensive approach for traffic safety.

Plan Implementation

The vision of the New Mexico SHSP is succinct and clear – *“Safe Mobility for Everyone.”* Although the national vision of Toward Zero Deaths was not adopted explicitly, the New Mexico SHSP follows and is consistent with this vision by using a data-driven process and focusing on the most effective opportunities to improve safety for all modes of travel and for all users. The plan was developed based on a strong stakeholder process that included representatives from all jurisdictions, all modes, and all 4Es of transportation safety. Bringing this diverse group together allows progress toward institutional and cultural changes that can more effectively improve safety on New Mexico’s roads. From an organizational standpoint, to achieve success from the onset of the project and in the future, the SHSP stakeholder process was carefully designed to establish working groups to provide input for transportation safety needs and concerns. A number of stakeholder meetings were held to review safety emphasis areas, develop safety strategies, and identify the most critical and effective in reducing fatalities and incapacitating injuries. As part of the effort to identify and discuss safety strategies, focus groups were established for each safety emphasis area. A targeted set of safety objectives was developed for each emphasis area, which each contained a set of safety strategies that were then rated for effectiveness, ranked, and prioritized. It is envisioned this focus group structure and the careful efforts to identify safety emphasis areas, objectives, and 4E-based safety strategies should continue to be maintained as this will provide an organizational roadmap to facilitate and accomplish the long-term objective of implementing the safety strategies.

Functionally, the New Mexico SHSP followed a data-driven process and, based on stakeholder input, identified prominent safety issues at the statewide level. This included the adoption of statewide goals, safety emphasis areas, and identification of effective safety strategies that can be implemented by State, County, City, tribal, and federal entities. The SHSP identifies both high-priority and priority safety emphasis areas and safety strategies that are cost-effective, proven, and easy to implement. The SHSP recognizes the large network of safety stakeholders and agencies involved, and their diverse set of activities with regard to transportation and traffic safety. As the umbrella document for safety in New Mexico, this SHSP provides critical high-level support and organization to coordinate various transportation programs such as the HSP, HSIP, and local plans, as well as traffic safety policies and programs. From an organizational standpoint, this effort was key, and this stakeholder process will continue to be important in the implementation phase of the SHSP.

The New Mexico SHSP is considered to be a “living document.” Periodic reviews will be necessary to ensure the plan is current and on track, which will be achieved by reaching out for suggestions on implementation, conducting post-project evaluations to measure effectiveness, safety emphasis areas, and strategies to better support progress toward achieving New Mexico’s goal of reducing fatalities and incapacitating injuries on all public roadways.

The SHSP provides the basic components of New Mexico’s comprehensive safety program and includes safety strategies aimed at reducing fatalities and incapacitating injuries. There are two fundamental groups of safety emphasis areas and safety strategies: driver behavior and infrastructure. Driver behavioral strategies and initiatives will be implemented through projects or actions in the HSP. Infrastructure-based projects and actions will be implemented through the HSIP. Both programs contain detailed specifics about how safety programs and strategies will be implemented, their timeframe, the resources, and the agencies that will act as champions. In addition, the HSP and HSIP describe in more detail the performance measures and assessments associated with safety emphasis areas.

Using a comprehensive, 4E approach, the SHSP is based on the following elements:

- **Engineering:** implementing infrastructure safety improvements demonstrated as effective at reducing the number and severity of crashes
- **Education:** continually educating and training all road users and promoting safe transportation behaviors
- **Enforcement:** enforcing current traffic safety laws and supporting effective arrest and prosecution of offenses
- **Emergency Medical Services:** providing timely emergency response and trauma care to crash victims, as well as supporting and promoting the efficiency of first responders and trauma centers
- **Policy:** supporting changes in safety-related laws or policies
- **Data and Research:** improving the collection, quality, and use of crash and other safety-related data from all entities for more complete identification of crash issues

Engineering

Along New Mexico’s approximately 71,000 miles of State, local, tribal and federal highways, the most common types of infrastructure-related crashes resulting in fatalities and incapacitating injuries are associated with single vehicles departing their travel lane (lane- or road-departure). This emphasis area is considered to be a high priority.

To implement safety improvements across many miles of highway and at intersections, the improvements need to be low cost and easy to implement. This should allow current funding levels to treat more locations in the future.

Education and Driver-Behavior

New Mexico’s SHSP recognizes that driver behavior is a significant factor contributing to a majority of the fatal and incapacitating-injury crashes on New Mexico’s State and local roadways. Traffic crashes may result from any combination of overlapping crash factors, such as the roadway, the vehicle, and driver behavior. Research supports and experts agree that in most cases, driver behavior—risky decisions, driver error, lapses of attention, and driver limitations such as impairment —is a chief factor contributing to traffic crashes. Fatal and incapacitating-injury crashes in New Mexico can be largely prevented and reduced if motorists engage in key safe driving practices to buckle up, wear safety riding gear, drive or ride at safe speeds, avoid distracted driving or riding, and plan ahead to avoid impaired driving or riding.

New Mexico’s strategies to change driver behavior include two primary categories: (1) *education* or public information outreach, media, and training; and (2) *enforcement* of New Mexico’s traffic safety laws. These two behavioral safety strategies work together to have the greatest impact on changing risky driver behavior. The degree of effectiveness of any one strategy on behavioral change depends not only on how effectively the strategy is implemented, but also on how both education and enforcement are working together.

New Mexico's SHSP targeted education strategies will also strengthen driver education for young drivers. To reduce safety risk due to inexperience, driver education teaches driving skills and safe driving practices. This strategy serves to promote driver education standardization, strengthen parental involvement, and increase driving experience to include all roads, weather conditions, and nighttime hours.

Enforcement

Enforcement of traffic safety laws is a proven-effective behavioral strategy to promote driver compliance and improve road safety. New Mexico's well-publicized, highly visible enforcement campaigns serve as a deterrent for high-risk driver behavior due to drivers' perception of the likelihood of being stopped, cited, and/or arrested for noncompliance.

The use of high-visibility enforcement consists of multiple jurisdictions and/or multiple squads patrolling a segment of roadway at the same time, often using brightly colored vests and signs. Planned enforcement is publicized extensively through community outreach events involving the local media and public education campaigns about the enforcement.

In the past, New Mexico programs related to impaired-driver enforcement and associated measures such as ignition interlocks have been extremely effective in reducing impaired-driving crashes and have been nationally recognized; therefore, these programs will continue. To more effectively crack down on and reduce impaired-driving, the New Mexico SHSP enforcement strategies serve to support the effective arrest, prosecution, and the intensive supervision of DWI offenders.

Emergency Medical Services

Emergency medical services, the newest component of a comprehensive traffic safety management system, continues to strengthen its role as an integrated partner with education, enforcement, and engineering to reduce New Mexico's fatal and incapacitating-injury crashes.

The New Mexico safety partners recognize the critical difference in crash-injury outcomes when the State's emergency care system functions in an optimal manner, particularly in its rural communities.

Policy and Project Planning Partnerships

New Mexico's traffic safety culture is strengthened by agencies working collaboratively to improve road safety by adopting a multiagency initiative to provide *"Safe Mobility for Everyone"* by enhancing traffic safety policies to protect New Mexico's motorists, pedestrians, bicyclists, and users of all transportation modes. The New Mexico SHSP is designed to enhance multiagency partnerships and collaborative efforts through adopting a deliberate, interdisciplinary initiative to reduce severe crashes on New Mexico's roads. New Mexico intends to integrate and build on the education, enforcement, engineering, and EMS components of traffic safety through partner agencies and community safety stakeholders adopting strategic safety initiatives based on crash data, evidence-based approaches, and best practices.

New Mexico's SHSP project planning safety strategies work to integrate and connect the agendas of its transportation safety stakeholders through establishing cooperatively developed transportation project plans to improve roadway safety.

Crash Data and Research

Accurate and complete safety data is a central component of all efforts to understand the factors contributing to the number of fatal and incapacitating injuries associated with traffic crashes and the development and implementation of programs and projects to reduce those numbers. Traffic safety research and improvements in data serve to support the implementation of safety strategies and more precisely identify high-risk roadways, drivers, and behaviors. Traffic safety data is a foundation for problem identification and supports development of effective safety strategies and programs.

Evaluation

NMDOT will evaluate the New Mexico SHSP regularly to assess the effectiveness of safety improvements and strategies, using updates in safety data and nationally accepted performance measures. The evaluation effort will also be supported annually by the HSIP and HSP consistent with annual reporting requirements. Evaluation provides guidance for the following activities:

- Assessing progress in reducing fatalities and incapacitating injuries and meeting safety objectives.
- Confirming that safety emphasis areas and strategies are still applicable and adding new ones to address changes in needs.
- Identifying challenges in implementation of strategies.
- Identifying improvements to the SHSP.
- Providing an assessment of the statewide progress in improving safety in New Mexico.

New Mexico has already compiled information to assess progress in reducing the number of fatalities and incapacitating (serious) injuries. Using a 5-year rolling average, the 2015 NMDOT HSIP shows the recent downward trends in fatalities and incapacitating injuries on New Mexico's roadways.

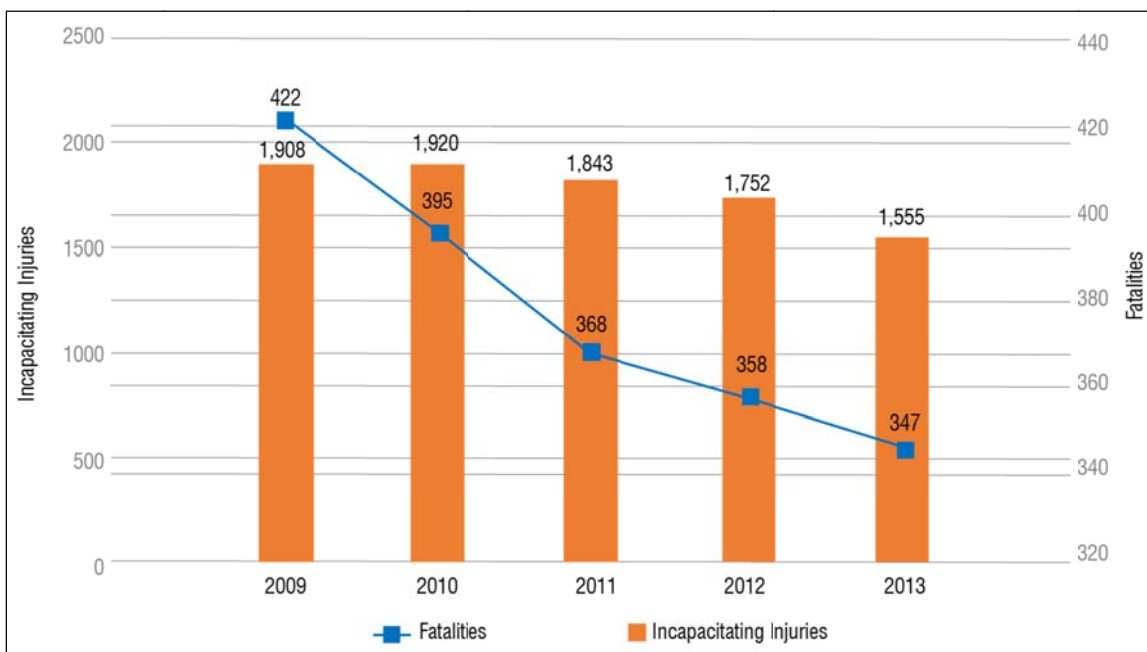


Figure 6. Number of Fatalities and Incapacitating Injuries for the Last 5 Years

NOTE: Fatalities are presented as a 5-year rolling average and incapacitating (serious) injuries are presented as a 3-year rolling average.

Source: NMDOT, *New Mexico Highway Safety Improvement Program 2015 Annual Report*, page 36

As a next step, the NMDOT is considering the following options to conduct the evaluation of the SHSP, as well as the timeline for this evaluation:

- After completion of the SHSP, development of an evaluation plan to support implementation of safety efforts throughout the state. The evaluation plan would identify methods to track emphasis area performance measures and action plans to implement safety strategies. This could be started as a next step in the SHSP process and would be coordinated with HSP and HSIP evaluation efforts and local entity and tribal safety planning.

- Conduct an SHSP evaluation as part of the regular recurring update of the SHSP process. The evaluation process and results would be documented in the SHSP update. If this option is selected, it would be desirable to have a mechanism to at least track SHSP implementation and monitor progress.
- Select key safety emphasis areas, such as the high-priority emphasis areas, to consider for periodic review and evaluation to ensure emphasis areas are on track, assess progress, and measure effectiveness.

Evaluation, in general, will consider the overall SHSP process and effectiveness toward achieving the stated objective of reducing the total number of fatalities and incapacitating injuries in New Mexico. In addition, NMDOT will develop emphasis area performance measures and actions consistent with national guidance.

Reporting on Performance Measures

MAP-21 and the FAST Act require states to annually report fatal and incapacitating-injury data for monitoring the use of federal funds and to assess national traffic safety performance as part of the HSP and HSIP.

States, as part of the annual HSP and HSIP reports, are required to report 3- to 5-year rolling averages of these data, to determine annual performance targets for each measure and to annually report progress made. The NMDOT establishes annual performance targets on a calendar-year basis for the Performance Measures listed in the blue box to the right. Figure 7 shows an example of the current trend in number of fatalities in New Mexico based on 5-year rolling averages and the adoption of an associated performance target.

New Mexico Performance Measures

1. Number of traffic fatalities.
2. Number of incapacitating (serious) injuries.
3. Fatality rates per 100 million VMT.
4. Serious injury rates per 100 million VMT.
5. Number of pedestrian and bicycle fatalities and serious injuries.

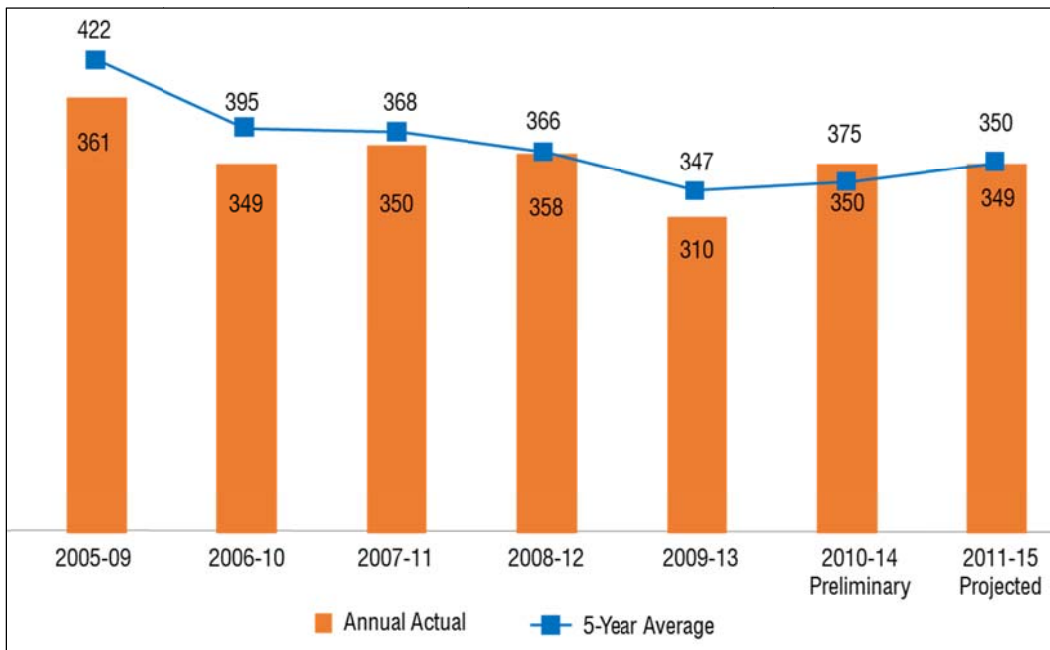


Figure 7. Fatality Performance Measure and Target

Performance Target: Limit the expected increase in total fatalities to 1 percent from 347 in 2013 to not more than 350 in 2016.

Source: NMDOT, 2017 Highway Safety Plan, Draft

Emphasis Area Performance

The SHSP update process included developing extensive crash summaries for each safety emphasis area where it was possible to obtain crash data. This information, provided in Appendix A – Crash Statistics, was used to identify emphasis areas, and those that are considered to be high priority. In addition to summary data for each emphasis area, a table is provided that shows a detailed statistical cross tabulation of crashes for 25 crash characteristics (contributing factors). These data were used to help the PMT and safety stakeholders to analyze and identify overrepresentations of crashes for each emphasis areas. Figure 8 shows an example of crash trends by New Mexico emphasis areas. This type of information can provide insights into overall performance by safety emphasis area and will be used to evaluate the effectiveness of emphasis area strategies.

Alternative evaluation methods are potentially applicable for New Mexico's 20 safety emphasis areas. The method selected to quantify strategy effectiveness will depend on the performance measure and data availability. A trend analysis is a method to track progress toward reducing fatal and incapacitating-injury crashes over time. For a trend analysis, the numbers of fatal and incapacitating-injury crashes related to a safety emphasis area are recorded on an annual basis and quantified as a rolling average, such as 3 years or 5 years. Simple charts can be prepared to display data to the public and stakeholders in an easy-to-understand format. Trend analysis is typically conducted at the state level and potentially at the emphasis area level.

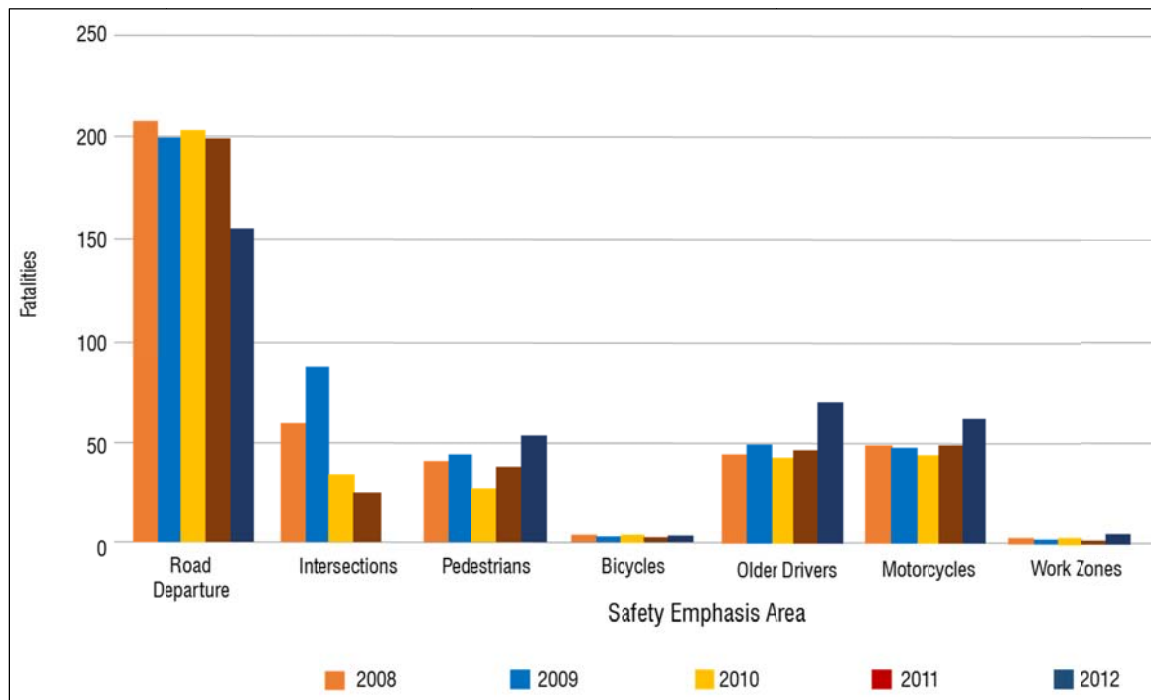


Figure 8. Number of Fatalities by Safety Emphasis Area, 2008 to 2012

Source: NMDOT, *New Mexico Highway Safety Improvement Program 2015 Annual Report*, page 59



ACRONYMS, GLOSSARY, AND REFERENCES

Acronyms and Abbreviations

4Es	engineering, education, enforcement, and emergency medical services
A	incapacitating injury (from the KABCO injury scale)
AASHTO	American Association of State Highway and Transportation Officials
B	non-incapacitating injury (from the KABCO injury scale)
BAC	blood alcohol concentration
CDL	Commercial Driver's License
CTSP	Comprehensive Transportation Safety Plan
CVSP	Commercial Vehicle Safety Plan
DDI	diverging diamond interchange
DMV	Department of Motor Vehicles
DOT	department of transportation
DWI	driving while intoxicated
EMS	emergency medical services
ESS	Environmental Sensor Station
FARS	Fatality Analysis Reporting System
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GDL	Graduated Driver's License (Licensing Program)
HAWK	High-intensity Activated crossWalk
HFST	high-friction surface treatment
HPMS	Highway Performance Monitoring System
HRRR	high-risk rural road
HSIP	Highway Safety Improvement Program
HSP	Highway Safety Plan
ITS	intelligent transportation system
K	fatality (from the KABCO injury scale)
LED	light emitting diode
MAP-21	Moving Ahead for Progress in the 21st Century
MPO	metropolitan planning organization
MVD	Motor Vehicle Division
NCHRP	National Cooperative Highway Research Program



NHTSA	National Highway Traffic Safety Administration
NMDOT	New Mexico Department of Transportation
NMEMSTARS	New Mexico Emergency Medical Services Tracking and Reporting System
PMT	Project Management Team
RRFB	rectangular rapid-flashing beacon
RPM	raised pavement marker
RPO	regional planning organization
RWIS	Road Weather Information System
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SHSP	Strategic Highway Safety Plan
SPUI	single-point urban interchange
STIP	Statewide Transportation Improvement Program
SLRP	Statewide Long-Range Multimodal Transportation Plan
TIP	Transportation Improvement Program
TraCS	Traffic and Criminal Software
VMT	vehicle miles travelled

arterial road. A road that provides the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control. Also see *functional classification*.

at-grade. On the same level. This term usually refers to the crossing of a railroad with another railroad or a highway when they are on the same level at the point of crossing.

benefit-cost analysis. A formal analysis of the costs and benefits (quantitative measure) that is commonly used in prioritizing projects and safety countermeasures that compares all relevant impacts associated with a countermeasure (such as crash reduction, etc.), expressed in monetary terms, to the cost of implementing the countermeasure. Also see *safety countermeasure*, *safety strategy*.

channelization. An effective and efficient method of controlling traffic on a highway through the use of intersection geometric design standards. Channelization is an integral part of at-grade intersections and is used to separate turning movements from through movements.

clearance interval. The time necessary for vehicles, pedestrians, and bicycles that have the right of way to clear the intersection. The purpose of the yellow change and all-red clearance intervals at a signalized intersection is to provide a safe transition between two conflicting traffic signal phases. The function of yellow change interval is to warn traffic of an impending change in the right-of-way assignment and the function of the all-red clearance interval is to provide additional time following the yellow change interval to clear the intersection before conflicting traffic is released.

clear run-out area. The area at the toe of a non-recoverable slope available for safe use by an errant vehicle. Slopes steeper than 1V:3H are not considered traversable and are not considered part of the clear zone. Also see *clear zone*, *non-recoverable slope*, *recoverable slope*.

clear zone. The total roadside border area, starting at the edge of the traveled way, available for safe use by errant vehicles. This area may consist of a shoulder, a recoverable slope, a non-recoverable slope, and/or a clear run-out area. The desired minimum width is dependent upon traffic volumes and speeds and on the roadside geometry. Simply stated, it is an unobstructed, relatively flat area beyond the edge of the traveled way that allows a driver to stop safely or regain control of a vehicle that leaves the traveled way.

collector road. A road that provides a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterial roads. Also see *arterial road*, *functional classification*.

Commercial Driver's License (CDL). A driver's license required to operate vehicles weighing 26,001 pounds or greater, or any combination of vehicles weighing 26,001 pounds or greater when towing a trailer weighing more than 10,000 pounds. In order to obtain a CDL, an applicant must pass both skills and knowledge testing geared to the higher level of knowledge, experience, skills, and physical abilities required to operate a commercial vehicle. Additionally, CDL holders are held to a higher standard when operating any type of motor vehicle on public roads.

cost-effectiveness. The amount of money invested divided by the benefit in crash reduction.

countermeasure. See *safety countermeasure*.

contributing factor. Conditions of the environment (such as lighting, weather) or driver behavior (such as inattentiveness, driving under the influence of alcohol or drugs) that contribute to the occurrence of a crash or its severity.

crash. A set of events not under human control that results in injury or property damage due to the collision of at least one motorized vehicle and may involve collision with another motorized vehicle, a bicyclist, a pedestrian, or a fixed object.

crash frequency. The number of crashes occurring (or reported) at a particular site, facility, or network in a 1-year period and is measured in number of crashes per year.

crash modification factor. A multiplicative factor used to compute the expected number of crashes after implementing a given countermeasure at a specific site.

crash rate. The number of crashes per unit of exposure; most commonly the number of crashes per million vehicle miles travelled.

crash severity. The level of injury or property damage due to a crash, commonly divided into categories based on the KABCO Injury Scale.

data accessibility. A measure of how easy is it to retrieve and manipulate data in a system, in particular by those entities that are not the data system owner.

data accuracy. A measure of how reliable the data are, and if the data correctly represent an occurrence.

data completeness. A measure of missing information, including missing variables on the individual crash forms or underreporting of crashes.

data integration. A measure of how well various data systems are connected or linked.

data uniformity. A measure of how consistent information is coded in the data system, and/or how well it meets accepted data standards.

diverging diamond interchange (DDI). A fairly new type of interchange traffic solution in which the two directions of traffic on the non-freeway road cross to the opposite side on both sides of the bridge at the freeway. The DDI design accommodates left-turning movements at signalized, grade-separated interchanges of arterial roads and limited-access highways while eliminating the need for left-turn phasing. On the arterial road, traffic crosses over to the left side of the roadway between the nodes of the interchange. Two-phase traffic signals are installed at the crossovers. Once on the left side of the arterial roadway, vehicles can turn left onto limited-access ramps without stopping and without conflicting with through traffic.

dynamic message sign. An electronic traffic sign used on roadways to give travelers information about traffic congestion, accidents, incidents, roadwork zones, speed limits, travel conditions, or road closures on a specific highway segment. These signs may overhang or appear along major highways.

emphasis area. An area of safety concern identified through a comprehensive review and analysis of highway safety data and information. Also see *safety emphasis area*.

facility. A length of highway that may consist of connected road sections, roadway segments, and intersections.

fatal crash. A motor vehicle crash resulting in at least one death. Also see *fatality, severe crash*.

fatality. Any injury that results in death *within a 30-day period** after the crash occurred. (*Note: The “30-day period” is calculated by counting thirty 24-hour periods from the date and time the crash occurred.) Also see *fatal crash, KABCO injury scale, severe crash*.

Fatality Analysis Reporting System (FARS). A national database that contains data on a census of fatal traffic crashes within the 50 States, the District of Columbia, and Puerto Rico. To be included in FARS, a crash must involve a motor vehicle traveling on a roadway customarily open to the public and result in the death of a person (occupant of a vehicle or a non-occupant) within 30 days of the crash. FARS has been operational since 1975 and has collected information on over 989,451 motor vehicle fatalities and

collects information on over 100 different coded data elements that characterizes the crash, the vehicle, and the people involved.

five-year crash rate. The average of the previous 5 years crash to normalize the current year crashes.

Fixing America's Surface Transportation Act (FAST Act). Transportation legislation that was signed into law on December 4, 2015. The legislation authorizes federal surface programs through fiscal year 2020 and provides \$305 billion for roads, bridges and mass transit for 5 years. It is the first law enacted in over 10 years that provides long-term funding certainty for surface transportation, meaning states and local governments can move forward with critical transportation projects, like new highways and transit lines. Overall, the FAST Act largely maintains current program structures and funding shares between highways and transit. It is a down-payment for building a 21st-century transportation system, increasing funding by 11 percent over 5 years. The law also makes changes and reforms to many federal transportation programs, including streamlining the approval processes for new transportation projects, providing new safety tools, and establishing new programs to advance critical freight projects.

flashing yellow arrow signal indication. A type of traffic signal indication for left-turning turning vehicles. Vehicular traffic, on an approach to an intersection, facing a flashing yellow arrow signal indication, displayed alone or in combination with another signal indication, is permitted to cautiously enter the intersection only to make the movement indicated by such arrow, or other such movement as is permitted by other signal indications displayed at the same time.

functional classification. The process by which streets and highways are grouped into classes, or systems, according to the character of traffic service that they are intended to provide. There are three highway functional classifications: arterial, collector, and local roads. All streets and highways are grouped into one of these classes, depending on the character of the traffic (either local or long distance) and the degree of land access that they allow. Also see *arterial road*, *collector road*, *local road*.

geometry. Roadway features that affect or relate to its operational quality and safety. These features, which are visible to the driver and affect driving performance, include elements of the roadways, intersections, ramps, and roadside. Also see *roadway geometry*, *intersection geometry*.

Graduated Driver's Licensing (GDL). A program that allows young drivers to safely gain driving experience before obtaining full driving privileges. Most programs include three stages: (1) Learner Stage: supervised driving, cumulating with a driving test; (2) Intermediate Stage: limiting unsupervised driving in high-risk situations; and (3) Full-Privilege Stage: a standard driver's license.

High-friction surface treatment (HFST). An emerging road-surface technology that dramatically and immediately reduces crashes and the related injuries and fatalities. With friction demands far exceeding conventional pavement friction, high-quality aggregate is applied to existing or potential high-crash areas to help motorists maintain better control in dry and wet driving conditions. HFST products use aggregates that are both polish- and wear-resistant and develop channels to prevent water buildup on wet surfaces. The bonding materials such as epoxy and other available blends are designed to set quickly. Motorists may notice rougher riding surfaces in treated areas; however, they also will experience greater pavement friction resulting in better control of their vehicles.

High-intensity Activated crossWalk (HAWK). See *pedestrian hybrid beacon*.

High-Risk Rural Road. A road classified as local or a major or minor collector road that, through information gathered by field reviews, safety assessments, road safety audits, or local knowledge, has a history of or potential for fatal or serious injury crashes. These roads may also have an increase in traffic volumes that are likely to create fatal and serious injury rates that exceed the statewide average for this type of roadway. Also see *fatal crash*, *serious injury crash*.

hotspot. A specific location along a roadway where a significant number of crashes has occurred.

impact attenuation system. A system of devices intended to reduce the damage to structures, vehicles, and motorists resulting from a motor vehicle collision. Also see *impact attenuator*.

impact attenuator. A device intended to reduce the damage to structures, vehicles, and motorists resulting from a motor vehicle collision. Impact attenuators are designed to absorb the colliding vehicle's kinetic energy. Impact attenuators are usually placed in front of fixed structures near freeways, such as gore points, Jersey barrier introductions, or overpass supports, and temporary versions can be used for road construction projects. They may also be designed to redirect the vehicle away from the structure or high-risk location, or away from roadway machinery and workers. An impact attenuator may also be known as a crash cushion, crash attenuator, or cowboy cushions.

incapacitating injury. Any injury, other than a fatal injury, which prevents the injured person from walking, driving, or normally continuing the activities the person was capable of performing before the injury occurred. Also see *incapacitating-injury crash*, *KABCO injury scale*, *serious injury crash*, *severe crash*.

incapacitating-injury crash. A motor vehicle crash resulting in at least one incapacitating injury. Also see *incapacitating-injury*, *KABCO injury scale*, *serious injury crash*, *severe crash*.

intelligent transportation system (ITS). A set of tools that facilitates a connected, integrated, and automated transportation system that is information-intensive to better serve the interests of users and be responsive to the needs of travelers and system operators. ITS technologies improve transportation safety and mobility, reduce environmental impacts, and enhance productivity through the integration of advanced communications-based information and electronic technologies into the transportation infrastructure and vehicles. The transportation system as a whole can best serve vital needs when it is using technology to its fullest potential and enabling transportation system managers to effectively “connect the dots” of information from various factors that affect transportation operations (such as weather, planned special events, and response to unanticipated emergencies).

intersection. The general area where two or more roadways or highways meet, including the roadway and roadside facilities for pedestrian and bicycle movements within the area. Sidewalks, crosswalks, and pedestrian curb cut ramps are considered to be within the intersection, as well as the approaches. Also see *intersection approach*, *signalized intersection*, *unsignalized intersection*.

intersection approach. Those segments of roadway connecting to the intersection. May also be referred to as an intersection leg.

intersection geometry. The design a road intersection based on the anticipated volume of traffic that will use the intersection. The specific design elements of intersections may impact any or all potential users.

intersection leg. See *intersection approach*.

intersection sight distance. The amount of an intersection visible to a driver, including any traffic control devices and sufficient lengths along the intersecting highway to permit the driver to anticipate and avoid potential collisions. Sight distances at an intersection can be reduced by a number of issues, including physical obstructions too close to the intersection, severe grades, and poor horizontal alignment. Since proper perception is the first key to performing a safe maneuver at an intersection, it follows that sight distance should be maximized.

intersection skew angle. The less-than-90-degree angle at which one roadway intersects another. Crossing roadways should intersect at 90 degrees if possible, and not less than 75 degrees. There are often operational or safety issues at intersections with severe skew angles (for example, 60 degrees or less).

interval. The part of a signal cycle during which signal indications do not change. Also see *red clearance interval*, *yellow change interval*.

KABCO injury scale. An injury scale developed by the National Safety Council to measure the observed injury severity for any person involved as determined by law enforcement at the scene of a crash. The acronym is derived from fatal injury (K), incapacitating injury (A), non-incapacitating injury (B), possible injury (C), and no injury/property damage only (O). The scale can also be applied to crashes: for example, a K crash would be a crash in which the most-severe injury was a fatality, and so forth. This scale can be used for establishing crash costs. Also see *fatality, incapacitating injury, non-incapacitating injury*.

local road. All roads not defined as arterial or collector roads. A local road primarily provides access to land with little or no through movement. Local roads are maintained by a local jurisdiction, such as a county, city, town, or village. Also see *arterial road, collector road, functional classification*.

median. The reserved area that separates opposing lanes of traffic on divided roadways, such as divided highways and freeways. The term also applies to divided roadways other than highways, such as some major streets in urban or suburban areas. The reserved area may simply be paved, but commonly it is adapted to other functions; for example, it may accommodate decorative landscaping, trees, a median barrier, or railway or streetcar lines.

median barrier. A longitudinal barrier used to separate opposing directions of traffic on a divided highway. While these systems may not reduce the frequency of crashes due to roadway departure, they can help prevent a median crash from becoming a median crossover head-on collision. Among the factors involved in selection of a barrier system are the types of vehicles using the roadway, the roadway geometry, and the potential severity of a median crossover crash. There are three basic categories of median barriers: rigid barrier systems, semi-rigid barrier systems, and flexible barrier systems.

metropolitan planning organization (MPO). A federally mandated and federally funded transportation policy-making organization in the United States that is made up of representatives from local government and governmental transportation authorities. Federal transportation legislation requires that an MPO be designated for each urbanized area with a population of more than 50,000 people in order to carry out the metropolitan transportation planning process, as a condition of Federal aid. Also see *regional planning organization*.

Moving Ahead for Progress in the 21st Century Act (MAP-21). Transportation legislation passed in 2012 that provided over \$105 billion in funds for surface transportation programs for fiscal years 2013 and 2014. MAP-21 was the first long-term highway authorization enacted since 2005. MAP-21 was a milestone for the U.S. economy and the nation's surface transportation program. By transforming the policy and programmatic framework for investments to guide the system's growth and development, MAP-21 created a streamlined and performance-based surface transportation program and built on many of the highway, transit, bicycle, and pedestrian programs and policies established in 1991. To allow more time for the development and consideration of a long-term reauthorization of surface transportation programs, Congress enacted short-term extensions of MAP-21.

multilane roadway. A roadway that has two or more travel lanes in each direction.

non-incapacitating injury. Any injury, other than a fatal injury or an incapacitating injury, that is evident to observers at the scene of the crash in which the injury occurred. Examples of a non-incapacitating injury are contusions (bruises), laceration, and bloody nose. Also see *fatality, incapacitating injury, KABCO injury scale*.

non-recoverable slope. A slope which is considered traversable but on which an errant vehicle will continue to the bottom. Embankment slopes between 1V:3H and 1V:4H may be considered traversable but non-recoverable if they are smooth and free of fixed objects. Also see *clear run-out area, clear zone, recoverable slope*.

overrepresentation. See *overrepresented*.

overrepresented. Represented in excessive or disproportionately large numbers or amounts, particularly in a statistical study.

passing sight distance. The minimum sight distance required on a highway (generally a two-lane, two-directional roadway) that will allow a driver to pass another vehicle without colliding with a vehicle approaching in the opposing lane.

pedestrian. A person traveling on foot or in a wheelchair.

pedestrian hybrid beacon. A pedestrian-activated warning device located on the roadside or on mast arms over midblock pedestrian crossings. The beacon head consists of two red lenses above a single yellow lens. The beacon head is “dark” until the pedestrian desires to cross the street. At this point, the pedestrian will push an easy to reach button that activates the beacon. After displaying brief flashing and steady yellow intervals, the device displays a steady red indication to drivers and a WALK indication to pedestrians, allowing them to cross a major roadway while traffic is stopped. After the pedestrian phase ends, the WALK indication changes to a flashing orange hand to notify pedestrians that their clearance time is ending. The hybrid beacon displays alternating flashing red lights to drivers while pedestrians finish their crossings before once again going dark at the conclusion of the cycle. Also known as a High-intensity Activated crossWALK (HAWK) beacon.

progression. If the timings of traffic signals are set so that traffic makes it through an intersection, then it is desirable for the same traffic to make it through the next intersection without having to stop. If traffic can make it through to or more traffic signals in a row without having to stop, then there is progression between the intersections. Also see *signal cycle length*, *traffic signal timing*.

raised pavement marker (RPM). A durable, highly reflective safety device used on roads to improve delineation and increase preview time, particularly under wet conditions. These devices are usually made with plastic, ceramic, thermoplastic paint, or occasionally metal, and come in a variety of shapes and colors. Some other names for specific types of raised pavement markers include convex vibration lines, Botts’ dots, delineators, cat’s eyes, road studs, or road turtles. Sometimes they are simply referred to as reflectors.

Current standards outlined by the *Roadway Delineation Practices Handbook* only describe the use of colored RPMs to supplement the color of paint. The colors of raised pavement markers indicate different purposes:

- Yellow markers — used to supplement yellow lines, such as to separate traffic moving in opposite directions or mark the left pavement edge on one-way roadways
- White markers — used to supplement white lines, such as lane markings or to mark the right pavement edge
- Red markers — mean “wrong way”
- Blue markers — usually placed in the center of the roadway to mark the location of fire hydrants on the shoulder or at the curb

When two-way markers are used for entrance and exit areas, the red reflective side should face wrong-way motorists.

recoverable slope. A slope on which a motorist may, to a greater or lesser extent, retain or regain control of a vehicle by slowing or stopping. Slopes flatter than 1V:4H are generally considered recoverable. Also see *clear run-out area*, *clear zone*, *non-recoverable slope*.

rectangular rapid-flashing beacon (RRFB). A pair of rectangular yellow LED flashers that are mounted between a standard Pedestrian warning sign and the sign’s supplemental arrow plaque. The sign may be either yellow or fluorescent-yellow-green depending on whether it is a regular sign or a school crossing sign.

The high-intensity indications flash rapidly in a wig-wag “flickering” flash pattern to warn drivers as they approach a pedestrian crossing.

red clearance interval. An interval that follows a yellow change interval and precedes the next conflicting green interval. Also see *interval*, *yellow change interval*.

regional planning organization (RPO). A transportation policy-making organization in the United States that is made up of representatives from several local governments and governmental transportation authorities. An RPO usually encompasses several counties. Also see *metropolitan planning organization*.

roadside hardware. Roadway barriers (such as guardrails, traffic and work zone barriers, bridge railings, and crash cushions) that prevent vehicles from leaving the road at high-risk locations.

roadway. The portion of a highway, including shoulders, for vehicular use.

roadway geometry. The geometric aspects of a highway include features that affect or relate to its operational quality and safety. These features, which are visible to the driver and affect driving performance, include elements of the roadways, ramps, and roadside. Roadways have features related to: roadway curvature (horizontal and vertical alignment); intersections and interchanges; cross sections (such as number of lanes and lane width, presence of shoulders and curbs); channelization and medians; and other miscellaneous elements (such as driveways, bridges). Ramps have features related to type (such as freeway, arterial road, entrance, or exit); configuration (such as diamond, loop, trumpet, etc.); length; curvature; and other miscellaneous elements (such as speed-change lanes). Physical features of the roadside include barriers (such as guide rails); obstacles (such as noise barriers, trees, signs); and other miscellaneous features (embankment slopes, ditches, etc.).

roadway segment. A portion of a road that has a consistent roadway cross-section and is defined by two endpoints.

Road Weather Information System (RWIS). A sensing and information system that is comprised of Environmental Sensor Stations (ESSs) in the field, a communication system for data transfer, and central systems to collect field data from numerous ESSs. These stations measure atmospheric, pavement and/or water level conditions. Central RWIS hardware and software are used to process observations from the ESSs to develop nowcasts or forecasts, and display or disseminate road weather information in a format that can be easily interpreted by a manager. RWIS data are used by road operators and maintainers to support decision making regarding travel advisories and road closures.

rolling average. The average of several (usually five, but sometimes three) individual, consecutive annual points of data (for example, annual fatality rate).

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Transportation legislation passed in 2005 that required that each state department of transportation develop its own strategic highway safety plan (SHSP), using a safety program and project development approach that includes the 4Es (engineering, enforcement, education, and emergency medical services) of highway safety. Such an SHSP would ensure that states take a multidisciplinary and multi-agency approach to highway safety issues, strategies, and countermeasures (safety solutions) on all public roads, including the local road system. Sharing resources to implement data-driven countermeasures that would be most effective in reducing deaths and serious injuries, states were to adopt performance goals in their SHSPs that focus resources on areas of greatest need based on safety data for severe crashes. Also see *severe crash*.

safety countermeasure. A roadway-based strategy intended to reduce the crash frequency or severity, or both at a specific site or for several similar locations. Also see *safety strategy*.

safety emphasis area. An area that has been identified as a safety concern for which resources within the jurisdiction are allocated to develop and implement action plans forming a strategic highway safety plan. Also see *emphasis area*.

safety strategy. A roadway- or driver-behavior-based safety improvement intended to reduce the crash frequency or severity, or both at a specific site or for several similar locations, or to modify driver behavior. Also see *safety countermeasure*.

serious injury. See *incapacitating injury*.

serious injury crash. A crash resulting in one or more incapacitating injuries. Also see *incapacitating injury, incapacitating injury crash, KABCO injury scale, severe crash*.

severe crash. A crash resulting in one or more fatalities and/or incapacitating injuries. Also see *fatal crash, fatality, incapacitating injury, incapacitating injury crash, KABCO injury scale, serious injury crash*.

sight distance. The length of roadway visible to a driver. The three types of sight distances common in roadway design are intersection sight distance, stopping sight distance, and passing sight distance. Also see *intersection sight distance, passing sight distance, stopping sight distance*.

sight triangle. The driver of a vehicle approaching or departing from an intersection should have an unobstructed view of the intersection, including any traffic control devices, and sufficient lengths along the intersecting highway to permit the driver to anticipate and avoid potential collisions. These unobstructed views form triangular areas known as sight triangles.

signalized intersection. An intersection where the movements of road users (motor vehicles, pedestrians, and bicycles) are controlled by traffic signals, which allow the shared use of road space by separating conflicting movements in time and allocating delay. Also see *intersection, unsignalized intersection*.

signal cycle length. The time required for a traffic signal to change from red to green to yellow and back to red. Cycle lengths influence the desired progression speed of traffic along a corridor. They may be used to keep speeds to a minimum as part of a coordinated signal timing plan. Longer cycle lengths result in wider variability in speeds. Also see *progression, traffic signal timing*.

single-point urban interchange (SPUI). A type of intersection where the arterial road and ramp entrances/exits are controlled by a single traffic signal. This type of interchange can be more efficient than a standard diamond interchange and takes up less space. SPUIs help move large volumes of traffic through limited amounts of space safely and efficiently.

site. A project location consisting of, but not limited to, intersections, ramps, interchanges, at-grade rail crossings, roadway segments, etc.

state highway. A highway maintained by the state of New Mexico.

Statewide Transportation Improvement Program (STIP). The multi-year programming document for a state that identifies transportation projects and allocates federal highway funds. The purpose of the State Transportation Improvement Program is to provide for a fiscally sound, capital improvement plan for the state's surface transportation program. The New Mexico STIP is updated every 5 years.

stopping sight distance. The distance traveled during perception-reaction time (while the vehicle driver perceives a situation requiring a stop, realizes that stopping is necessary, and applies the brake), and maneuver time (while the driver decelerates and comes to a stop). Actual stopping distances are also affected by road conditions, the mass of the car, the incline of the road, and numerous other factors.

Strategic Highway Safety Plan (SHSP). A comprehensive plan to substantially reduce vehicle-related fatalities and injuries on the nation's highways (as defined by the American Association of State Highway and Transportation Officials [AASHTO]). All state departments of transportation are required by law to develop, implement, and evaluate a Strategic Highway Safety Plan for their state, in coordination with partner groups as stipulated in federal regulations.

Traffic and Criminal Software (TraCS). A statewide traffic data collection software initiative implemented with the goal of electronic data transfer. Law enforcement at the scene of a crash collects data and sends the data to the NMDOT. TraCS allows officers in New Mexico to accurately complete Uniform Traffic Citations, Uniform Crash Reports, Commercial Vehicle Inspection, Offense/Incident Forms, Tow Sheets, and other supplemental forms used daily by law enforcement.

traffic signal. A system of different-colored, illuminated indicators, including arrow-shaped indicators, for stopping traffic streams or permitting them to move. Traffic signals may also include separate signals for pedestrians and/or bicycles.

traffic signal hardware. Traffic signal hardware consists of several primary components: the signal heads, sensors to detect vehicular traffic, and the signal controller, as well as the poles on which these elements are mounted.

traffic signal timing. The technique that traffic engineers use to determine who has the right-of-way at an intersection. Traffic signal timing is related to intersection design, vehicle detection, and coordination of signalized intersections. Signal timing involves deciding how long the circular green indication is activated, how long the pedestrian WALK signal should be, and numerous other factors. Some traffic signal intersections have some sort of mechanism for detecting vehicles as they approach the intersection. Also see *progression, signal cycle length*.

traffic volume. The number of vehicles passing a point on a lane, roadway, or other traffic-way during some time interval, often 1 hour. Traffic volume is expressed in vehicles per hour.

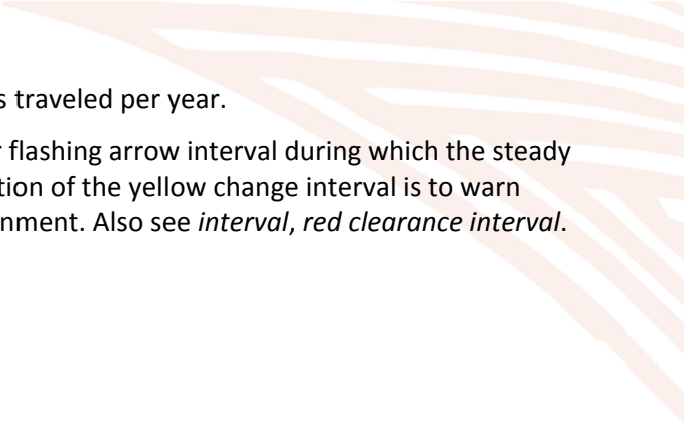
Transportation Improvement Program (TIP). The multi-year programming document for metropolitan planning areas (urbanized areas with populations over 50,000) that identifies transportation projects and allocates federal highway and transit funds to reach the vision for the metropolitan areas' transportation system and services.

unsignalized intersection. An intersection where the movements of road users (motor vehicles, pedestrians, and bicycles) are not controlled by traffic signals. An unsignalized intersection can be classified as being one of the following:

- **Uncontrolled** – An uncontrolled intersection is one in which the entrance into the intersection from any of the approaches is not controlled by a regulatory (STOP or YIELD) sign or a traffic signal.
- **YIELD sign-controlled** – Entrance into a YIELD sign-controlled intersection from one or more of the approaches is controlled by a YIELD sign. Under this control, drivers on each approach controlled by a YIELD sign are required to reduce their speed to concede the right-of-way to vehicles and nonmotorists in the intersection.
- **STOP sign-controlled** – Entrance into a STOP sign-controlled intersection from one or more approaches is controlled by a STOP sign. Under this control, drivers are required to come to a full stop at the intersection and proceed only if there are no vehicles approaching from any of the uncontrolled approaches and there are no pedestrians or bicyclists in the intersection.

Also see *intersection*.

variable speed limit sign. A regulatory sign on which the speed limit can be changed electronically. Officials can adjust the speed limit according to weather, traffic conditions, and construction. Variable speed limits are also used on remote stretches of highway in areas with extreme changes in driving conditions.



vehicle miles traveled (VMT). The total number of vehicle miles traveled per year.

yellow change interval. The first interval following the green or flashing arrow interval during which the steady yellow signal indication is displayed. The exclusive function of the yellow change interval is to warn traffic of an impending change in the right-of-way assignment. Also see *interval*, *red clearance interval*.

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APPENDICES

APPENDIX A – CRASH STATISTICS, 2007 TO 2012

A stylized, abstract graphic in the bottom right corner of the page. It features a light blue background with white and dark blue geometric shapes that suggest a road intersection or a car's front end. The shapes are angular and layered, creating a sense of depth and movement.

Crash Statistics, 2007 to 2012

The following New Mexico crash statistics sheets for the years 2007 through 2012 were developed for the Safety Summit and Focus Group Meetings. Participants at these meetings received the sheets as handouts as part of the State Highway Safety Plan (SHSP) update process. These sheets identify the types and number of crashes (by safety emphasis areas and contributing factors) that are overrepresented by fatalities and incapacitating (serious) injuries. Each sheet provides the following:

- A table listing the number of fatal and incapacitating-injury crashes by characteristic, or contributing factor, for the safety emphasis area. From this information it is possible to identify which contributing factors were noted by law enforcement for crashes that relate to a given emphasis area. This table also lists the percentage or proportion that each characteristic represents for a given area.

At the top of each table the total number of fatal crashes and incapacitating crashes is shown for the study period (2007 through 2011). The table shows that a crash may have multiple contributing factors. For example, a crash assigned to the Young Driver emphasis area (a young driver was involved) may have the following contributing factors: occurred in a rural area and characterized by the reporting officer as road departure, alcohol involved, distracted driving, no safety restraint was used, driver was speeding or driving aggressively, and occurring at night. From the data shown, it is known that approximately 50 percent of the young driver fatalities are related to speeding/aggressive driving. Knowing this relationship indicates a safety strategy relating to speed enforcement would have the potential to mitigate young driver fatal crashes.

- A table and stacked-bar graph that illustrate the total number of fatal and incapacitating-injury crashes by year (2007 through 2012) for the safety emphasis area.
- A line graph showing the trend in the number of fatal and incapacitating-injury crashes (2007 through 2012) for the safety emphasis area.

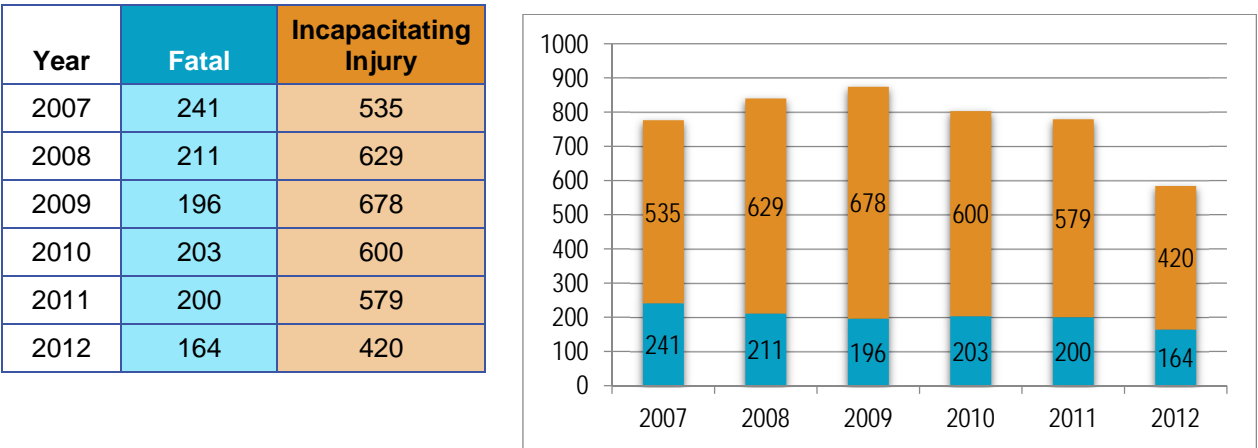
Road Departure Emphasis Area

Total Fatal and Incapacitating Injury Crash Statistics, 2007 to 2011

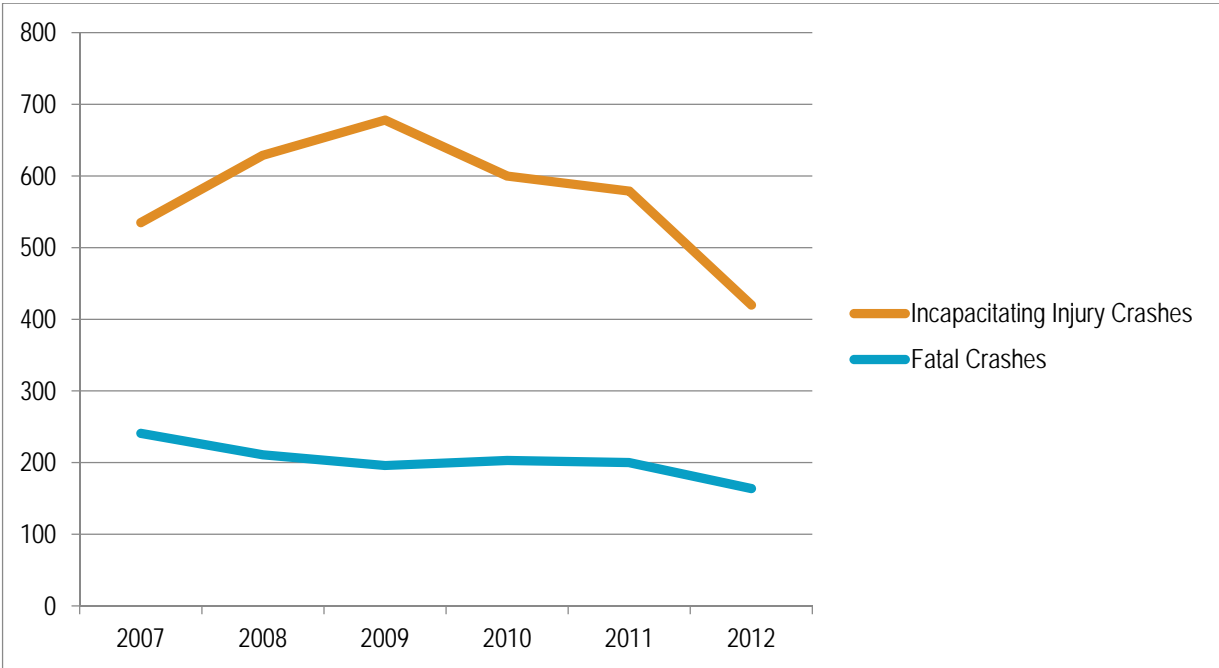
Category	Characteristics	Fatal		Incapacitating Injury		Total	
		# of Crashes	% of Total	# of Crashes	% of Total	# of Crashes	% of Total
	Road Departure Statewide Totals	1,051	100.0%	3,021	100.0%	4,072	100.0%
Geographic	Urban	284	27.0%	1379	45.6%	1,663	40.8%
	Rural	767	73.0%	1642	54.4%	2,409	59.2%
	Tribal Land	83	7.9%	123	4.1%	206	5.1%
Geometry	Intersection Related	78	7.4%	130	4.3%	208	5.1%
	Road Departure	1,051	100.0%	3,021	100.0%	4,072	100.0%
	Work Zone Related	21	2.0%	51	1.7%	72	1.8%
Person Type	Young Driver	174	16.6%	575	19.0%	749	18.4%
	Older Driver	174	10.8%	251	8.3%	365	9.0%
	Pedestrian Involved	0	0.0%	0	0.0%	0	0.0%
	Bicyclist Involved	0	0.0%	0	0.0%	0	0.0%
Behavior	Alcohol Involved	417	39.7%	649	21.5%	1,066	26.2%
	Distracted Driving	544	51.8%	1825	60.4%	2,369	58.2%
	Drug Involved	16	1.5%	54	1.8%	70	1.7%
	Impaired Driving	424	40.3%	692	22.9%	1116	27.4%
	Unhelmeted Motorcyclist	130	12.4%	539	17.8%	669	16.4%
	No Safety Restraint Used	345	32.8%	252	8.3%	597	14.7%
	Sleepy/Fatigued Driving Related	59	5.6%	153	5.1%	212	5.2%
	Speeding/Aggressive Driving	531	50.5%	1112	36.8%	1,643	40.3%
Vehicle	Motorcycle Involved	130	12.4%	632	20.9%	762	18.7%
	Train Involved	0	0.0%	0	0.0%	0	0.0%
	Heavy Vehicle Involved*	107	10.2%	150	5.0%	257	6.3%
	Multiple Vehicles	245	23.3%	706	23.4%	951	23.4%
Environmental	Inclement Weather	112	10.7%	293	9.7%	405	9.9%
	Wildlife/Animal Related	0	0.0%	0	0.0%	0	0.0%
	Dusk/Dawn	57	5.4%	133	4.4%	190	4.7%
	Dark-No Light	367	34.9%	643	21.3%	1,010	24.8%

Notes:
* Heavy Vehicle includes buses, recreational vehicles, and all trucks larger than a pickup truck
Some crash reports stated more than one driver behavior contributing factor (for example, one crash may be both an “Aggressive Driving” and an “Inattentive Driving” crash). The numbers of times that driver behavior was recorded as a contributing factor in a crash report are tallied within the individual rows.

Severe Road Departure Crashes in New Mexico by Year, 2007 to 2012



Annual Trend in Total Severe Road Departure Crashes, 2007 to 2012



Speeding / Aggressive Driving Emphasis Area

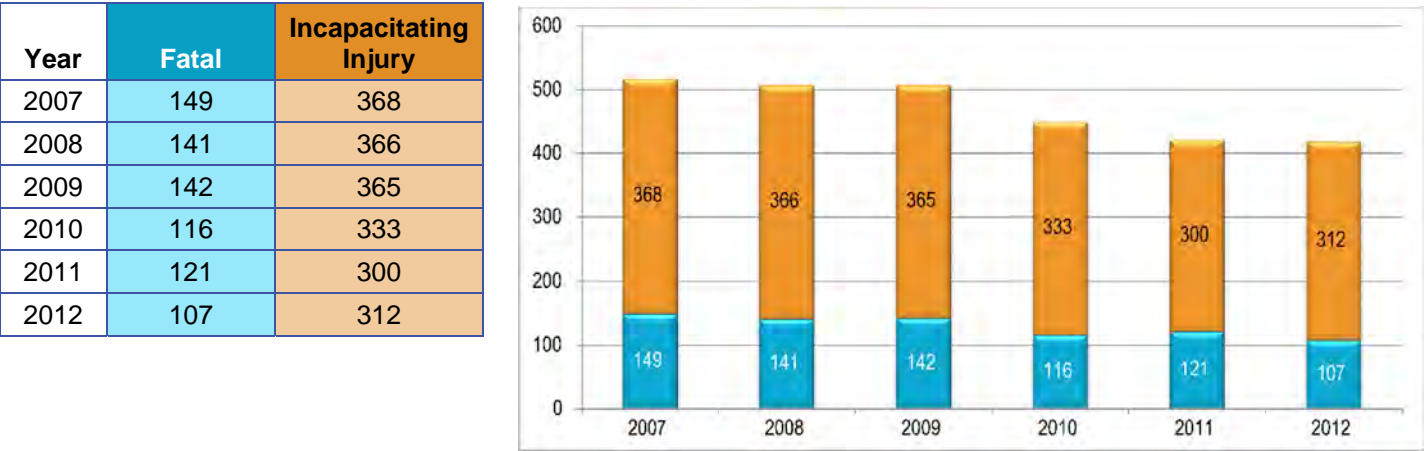
Total Fatal and Incapacitating Injury Crash Statistics, 2007 to 2011

Category	Characteristics	Fatal		Incapacitating Injury		Total	
		# of Crashes	% of Total	# of Crashes	% of Total	# of Crashes	% of Total
	Speeding / Aggressive Driving Statewide Totals	669	100.0%	1,732	100.0%	2,401	100.0%
Geographic	Urban	323	48.3%	934	53.9%	1257	52.4%
	Rural	346	51.7%	798	46.1%	1144	47.6%
	Tribal Land	49	7.3%	71	4.1%	120	5.0%
Geometry	Intersection Related	113	16.9%	288	16.6%	401	16.7%
	Road Departure	531	79.4%	1112	64.2%	1643	68.4%
	Work Zone Related	17	2.5%	33	1.9%	50	2.1%
Person Type	Young Driver	128	19.1%	423	24.4%	551	22.9%
	Older Driver	62	9.3%	129	7.4%	191	8.0%
	Pedestrian Involved	17	2.5%	26	1.5%	43	1.8%
	Bicyclist Involved	7	1.0%	16	0.9%	23	1.0%
Behavior	Alcohol Involved	326	48.7%	488	28.2%	814	33.9%
	Distracted Driving	316	47.2%	1039	60.0%	1355	56.4%
	Drug Involved	14	2.1%	36	2.1%	50	2.1%
	Impaired Driving	330	49.3%	463	26.7%	793	33.0%
	Unhelmeted Motorcyclist	114	17.0%	345	19.9%	459	19.1%
	No Safety Restraint Used	219	32.7%	173	10.0%	392	16.3%
	Sleepy/Fatigued Driving Related	12	1.8%	29	1.7%	41	1.7%
	Speeding/Aggressive Driving	669	100.0%	1732	100.0%	2401	100.0%
Vehicle	Motorcycle Involved	114	17.0%	360	20.8%	474	19.7%
	Train Involved	0	0.0%	1	0.1%	1	0.0%
	Heavy Vehicle Involved*	62	9.3%	107	6.2%	169	7.0%
	Multiple Vehicles	181	27.1%	663	38.3%	844	35.2%
Environmental	Inclement Weather	84	12.6%	224	12.9%	308	12.8%
	Wildlife/Animal Related	3	0.4%	3	0.2%	6	0.2%
	Dusk/Dawn	38	5.7%	72	4.2%	110	4.6%
	Dark-No Light	231	34.5%	365	21.1%	596	24.8%

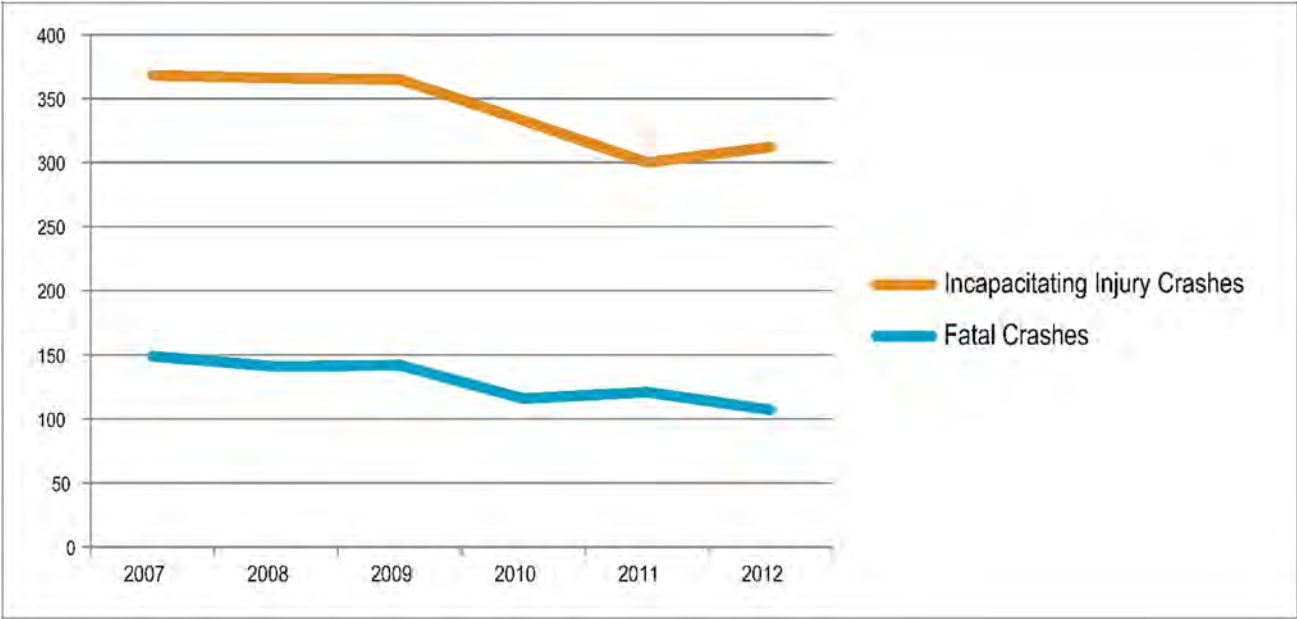
Notes:
* Heavy Vehicle includes buses, recreational vehicles, and all trucks larger than a pickup truck
Some crash reports stated more than one driver behavior contributing factor (for example, one crash may be both an "Aggressive Driving" and an "Inattentive Driving" crash). The numbers of times that driver behavior was recorded as a contributing factor in a crash report are tallied within the individual rows.



Severe Speeding / Aggressive Driving Crashes in New Mexico by Year, 2007 to 2012



Annual Trend in Total Severe Speeding / Aggressive Driving Crashes, 2007 to 2012



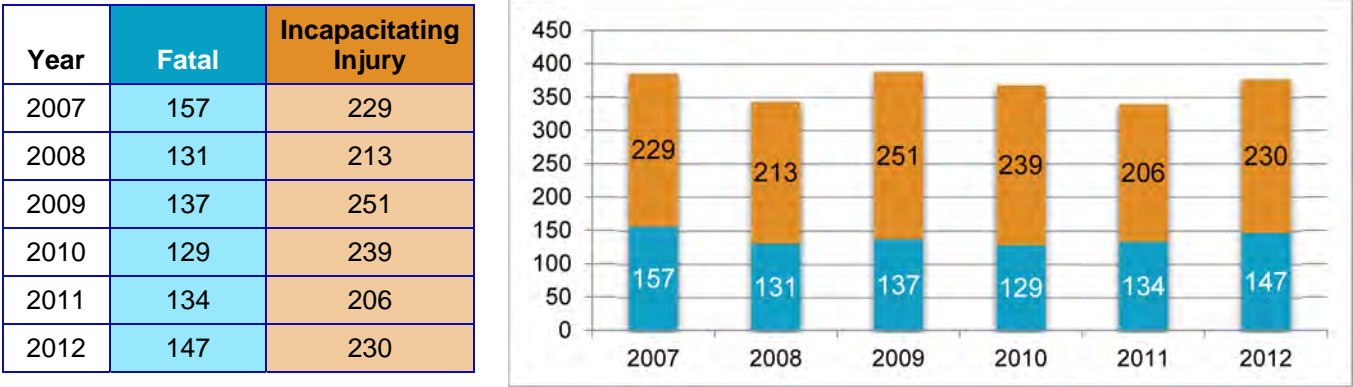
Impaired Driving Emphasis Area

Total Fatal and Incapacitating Injury Crash Statistics, 2007 to 2011

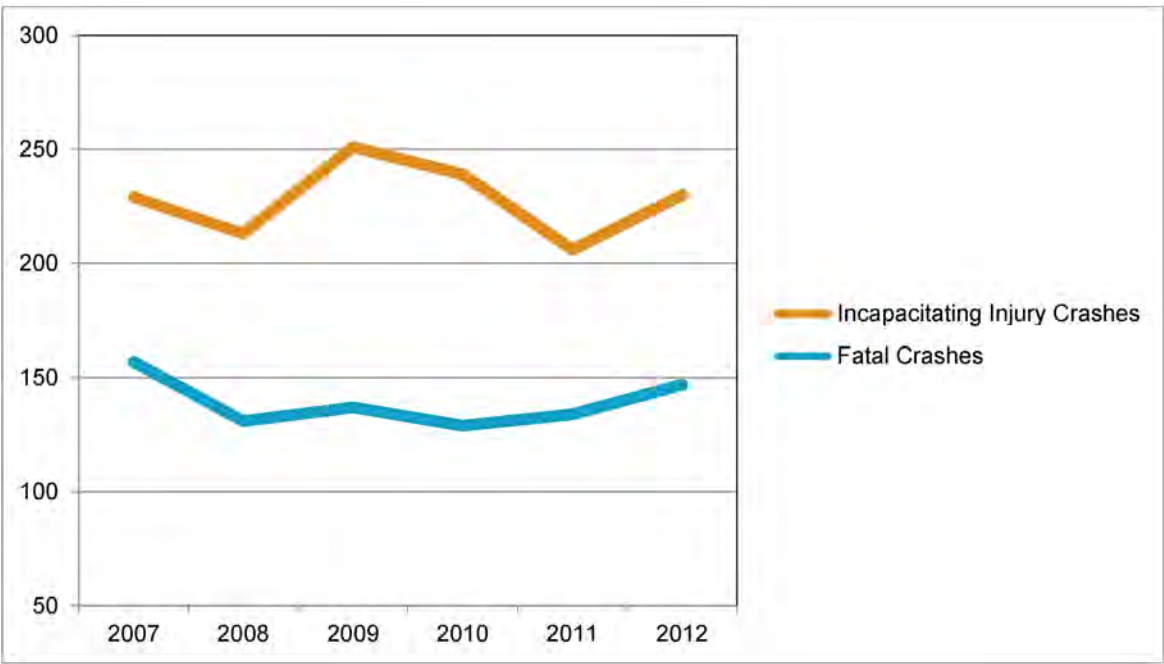
Category	Characteristic	Fatal		Incapacitating Injury		Total	
		# of Crashes	% of Total	# of Crashes	% of Total	# of Crashes	% of Total
	Impaired Driving Statewide Totals	629	100.0%	1,138	100.0%	1,767	100.0%
Geographic	Urban	259	41.2%	665	58.4%	924	52.3%
	Rural	370	58.8%	473	41.6%	843	47.7%
	Tribal Land	59	9.4%	52	4.6%	111	6.3%
Geometry	Intersection Related	112	17.8%	188	16.5%	300	17.0%
	Road Departure	424	67.4%	707	62.1%	1,131	64.0%
	Work Zone Related	15	2.4%	19	1.7%	34	1.9%
Person Type	Young Driver	94	14.9%	180	15.8%	274	15.5%
	Older Driver	35	5.6%	68	6.0%	103	5.8%
	Pedestrian Involved	105	16.7%	95	8.3%	200	11.3%
	Bicyclist Involved	9	1.4%	21	1.8%	30	1.7%
Behavior	Alcohol Involved	609	96.8%	1,057	92.9%	1,666	94.3%
	Distracted Driving	289	45.9%	539	47.4%	828	46.9%
	Drug Involved	27	4.3%	110	9.7%	137	7.8%
	Impaired Driving	629	100.0%	1,138	100.0%	1,767	100.0%
	Unhelmeted Motorcyclist	81	12.9%	155	13.6%	236	13.4%
	No Restraint Used	195	31.0%	128	11.2%	323	18.3%
	Sleepy/Fatigued Driving Related	12	1.9%	28	2.5%	40	2.3%
	Speeding/Aggressive Driving	330	52.5%	463	40.7%	793	44.9%
Vehicle	Motorcycle Involved	81	12.9%	160	14.1%	241	13.6%
	Train Involved	0	0.0%	2	0.2%	2	0.1%
	Heavy Vehicle Involved*	37	5.9%	40	3.5%	77	4.4%
	Multiple Vehicles	153	24.3%	414	36.4%	567	32.1%
Environmental	Inclement Weather	43	6.8%	56	4.9%	99	5.6%
	Wildlife/Animal Related	2	0.3%	2	0.2%	4	0.2%
	Dusk/Dawn	28	4.5%	35	3.1%	63	3.6%
	Dark-No Light	291	46.3%	366	32.2%	657	37.2%

Notes:
 * Heavy Vehicle includes buses, recreational vehicles, and all trucks larger than a pickup truck
 Some crash reports stated more than one driver behavior contributing factor (for example, one crash may be both an "Aggressive Driving" and an "Inattentive Driving" crash). The numbers of times that driver behavior was recorded as a contributing factor in a crash report are tallied within the individual rows.

Severe Impaired Driving Crashes in New Mexico by Year, 2007 to 2012



Annual Trend in Total Severe Impaired Driving Crashes, 2007 to 2012



Distracted Driving Emphasis Area

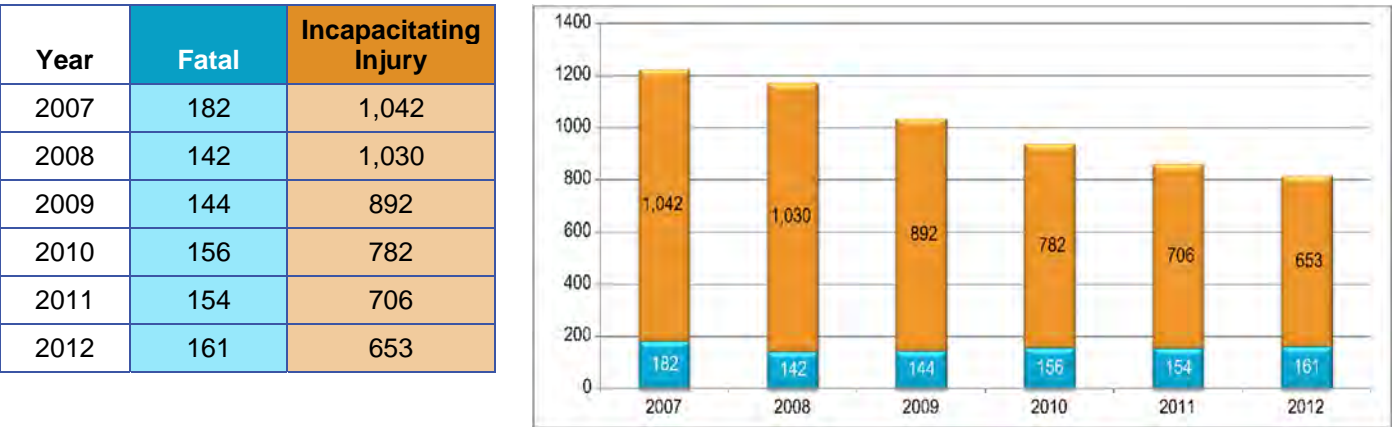
Total Fatal and Incapacitating Injury Crash Statistics, 2007 to 2011

Category	Characteristics	Fatal		Incapacitating Injury		Total	
		# of Crashes	% of Total	# of Crashes	% of Total	# of Crashes	% of Total
	Distracted Driving Statewide Totals	778	100.0%	4,452	100.0%	5,230	100.0%
Geographic	Urban	244	31.4%	2955	66.4%	3,199	61.2%
	Rural	534	68.6%	1,497	33.6%	2,031	38.8%
	Tribal Land	58	7.5%	125	2.8%	183	3.5%
Geometry	Intersection Related	139	17.9%	1,382	31.0%	1,521	29.1%
	Road Departure	544	69.9%	1,825	41.0%	2,369	45.3%
	Work Zone Related	20	2.6%	100	2.2%	120	2.3%
Person Type	Young Driver	129	16.6%	1,060	23.8%	1,189	22.7%
	Older Driver	107	13.8%	617	13.9%	724	13.8%
	Pedestrian Involved	33	4.2%	153	3.4%	186	3.6%
	Bicyclist Involved	13	1.7%	121	2.7%	134	2.6%
Behavior	Alcohol Involved	280	36.0%	606	13.6%	886	16.9%
	Distracted Driving	778	100.0%	4,452	100.0%	5,230	100.0%
	Drug Involved	12	1.5%	60	1.3%	72	1.4%
	Impaired Driving	289	37.1%	539	12.1%	828	15.8%
	Unhelmeted Motorcyclist	121	15.6%	691	15.5%	812	15.5%
	No Safety Restraint Used	219	28.1%	227	5.1%	446	8.5%
	Sleepy/Fatigued Driving Related	57	7.3%	161	3.6%	218	4.2%
	Speeding/Aggressive Driving	316	40.6%	1,039	23.3%	1,355	25.9%
Vehicle	Motorcycle Involved	121	15.6%	691	15.5%	812	15.5%
	Train Involved	1	0.1%	3	0.1%	4	0.1%
	Heavy Vehicle Involved*	81	10.4%	308	6.9%	389	7.4%
	Multiple Vehicles	281	36.1%	2,725	61.2%	3,006	57.5%
Environmental	Inclement Weather	52	6.7%	263	5.9%	315	6.0%
	Wildlife/Animal Related	0	0.0%	3	0.1%	3	0.1%
	Dusk/Dawn	40	5.1%	171	3.8%	211	4.0%
	Dark-No Light	233	29.9%	594	13.3%	827	15.8%

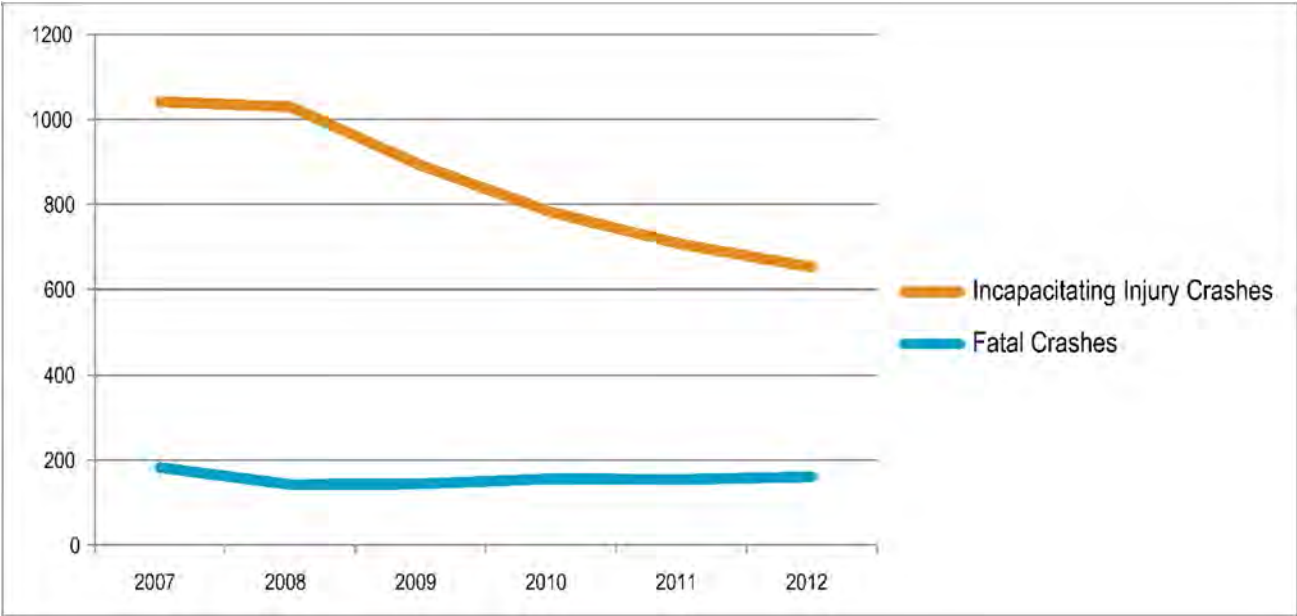
Notes:
* Heavy Vehicle includes buses, recreational vehicles, and all trucks larger than a pickup truck
Some crash reports stated more than one driver behavior contributing factor (for example, one crash may be both an "Aggressive Driving" and an "Inattentive Driving" crash). The numbers of times that driver behavior was recorded as a contributing factor in a crash report are tallied within the individual rows.



Severe Distracted Driving Crashes in New Mexico by Year, 2007 to 2012



Annual Trend in Total Severe Distracted Driving Crashes, 2007 to 2012



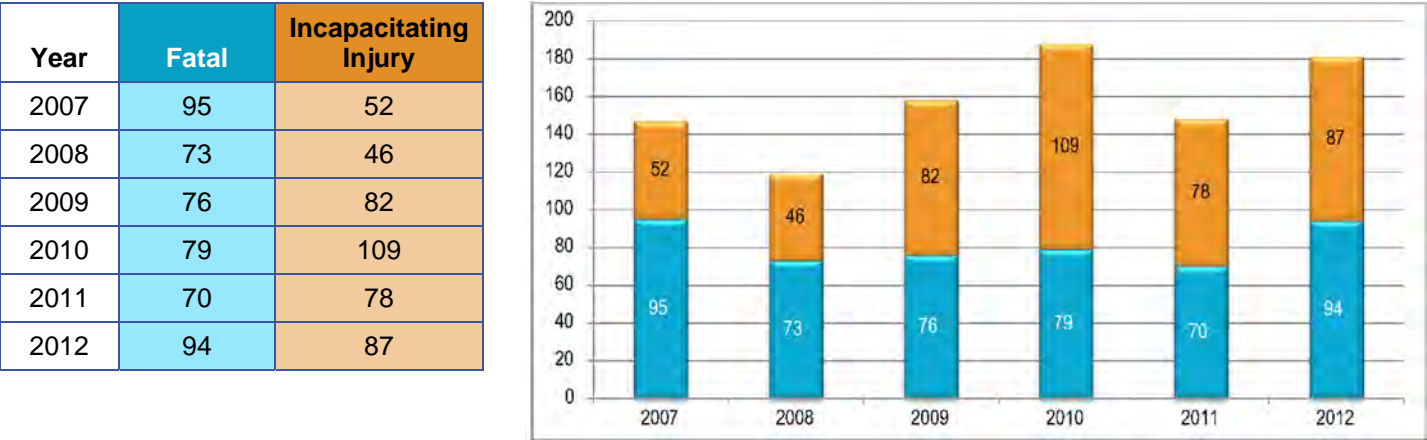
Use of Safety Restraint Emphasis Area

Total Fatal and Incapacitating Injury Crash Statistics, 2007 to 2011

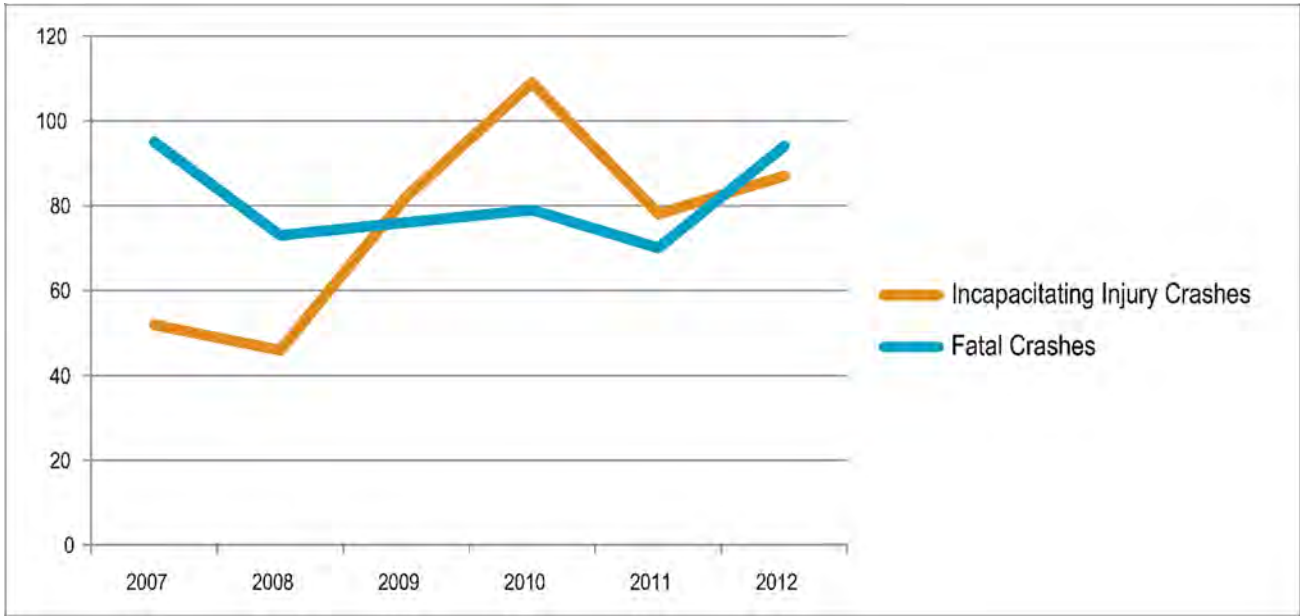
Category	Characteristics	Fatal		Incapacitating Injury		Total	
		# of Crashes	% of Total	# of Crashes	% of Total	# of Crashes	% of Total
	Use of Safety Restraints Statewide Totals	393	100.0%	367	100.0%	760	100.0%
Geographic	Urban	109	27.7%	157	42.8%	266	35.0%
	Rural	284	72.3%	210	57.2%	494	65.0%
	Tribal Land	31	7.9%	23	6.3%	54	7.1%
Geometry	Intersection Related	47	12.0%	62	16.9%	109	14.3%
	Road Departure	345	87.8%	252	68.7%	597	78.6%
	Work Zone Related	6	1.5%	4	1.1%	10	1.3%
Person Type	Young Driver	75	19.1%	97	26.4%	172	22.6%
	Older Driver	37	9.4%	20	5.4%	57	7.5%
	Pedestrian Involved	5	1.3%	5	1.4%	10	1.3%
	Bicyclist Involved	5	1.3%	11	3.0%	16	2.1%
Behavior	Alcohol Involved	192	48.9%	124	33.8%	316	41.6%
	Distracted Driving	219	55.7%	227	61.9%	446	58.7%
	Drug Involved	7	1.8%	5	1.4%	12	1.6%
	Impaired Driving	195	49.6%	128	34.9%	323	42.5%
	Unhelmeted Motorcyclist	7	1.8%	4	1.1%	11	1.4%
	No Safety Restraint Used	393	100.0%	367	100.0%	760	100.0%
	Sleepy/Fatigued Driving Related	19	4.8%	21	5.7%	40	5.3%
	Speeding/Aggressive Driving	219	55.7%	173	47.1%	392	51.6%
Vehicle	Motorcycle Involved	7	1.8%	4	1.1%	11	1.4%
	Train Involved	0	0.0%	0	0.0%	0	0.0%
	Heavy Vehicle Involved*	32	8.1%	22	6.0%	54	7.1%
	Multiple Vehicles	83	21.1%	130	35.4%	213	28.0%
Environmental	Inclement Weather	37	9.4%	21	5.7%	58	7.6%
	Wildlife/Animal Related	0	0.0%	1	0.3%	1	0.1%
	Dusk/Dawn	28	7.1%	12	3.3%	40	5.3%
	Dark-No Light	159	40.5%	102	27.8%	261	34.3%

Notes:
 * Heavy Vehicle includes buses, recreational vehicles, and all trucks larger than a pickup truck
 Some crash reports stated more than one driver behavior contributing factor (for example, one crash may be both an “Aggressive Driving” and an “Inattentive Driving” crash). The numbers of times that driver behavior was recorded as a contributing factor in a crash report are tallied within the individual rows.

Severe No Safety Restraint Used Crashes in New Mexico by Year, 2007 to 2012



Annual Trend in Total Severe No Safety Restraint Used Crashes, 2007 to 2012



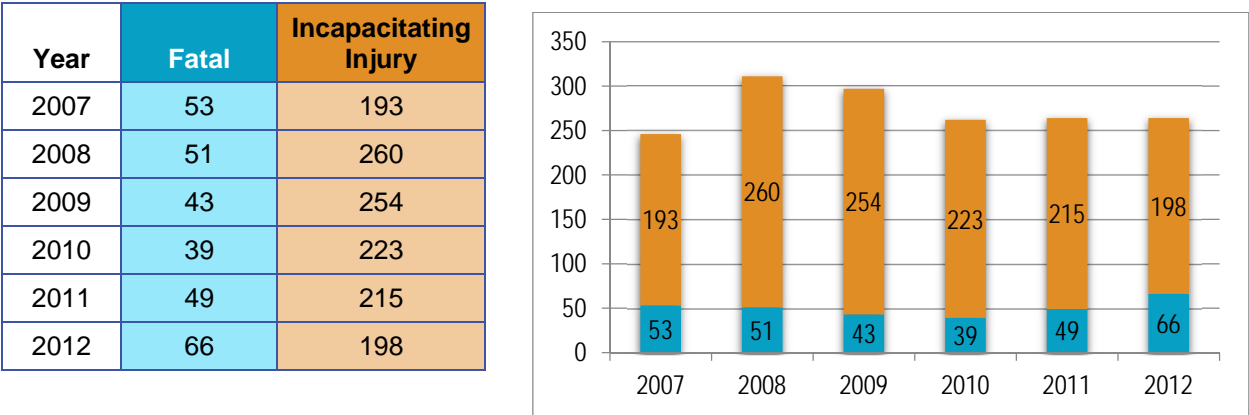
Motorcycle Emphasis Area

Total Fatal and Incapacitating Injury Crash Statistics, 2007 to 2011

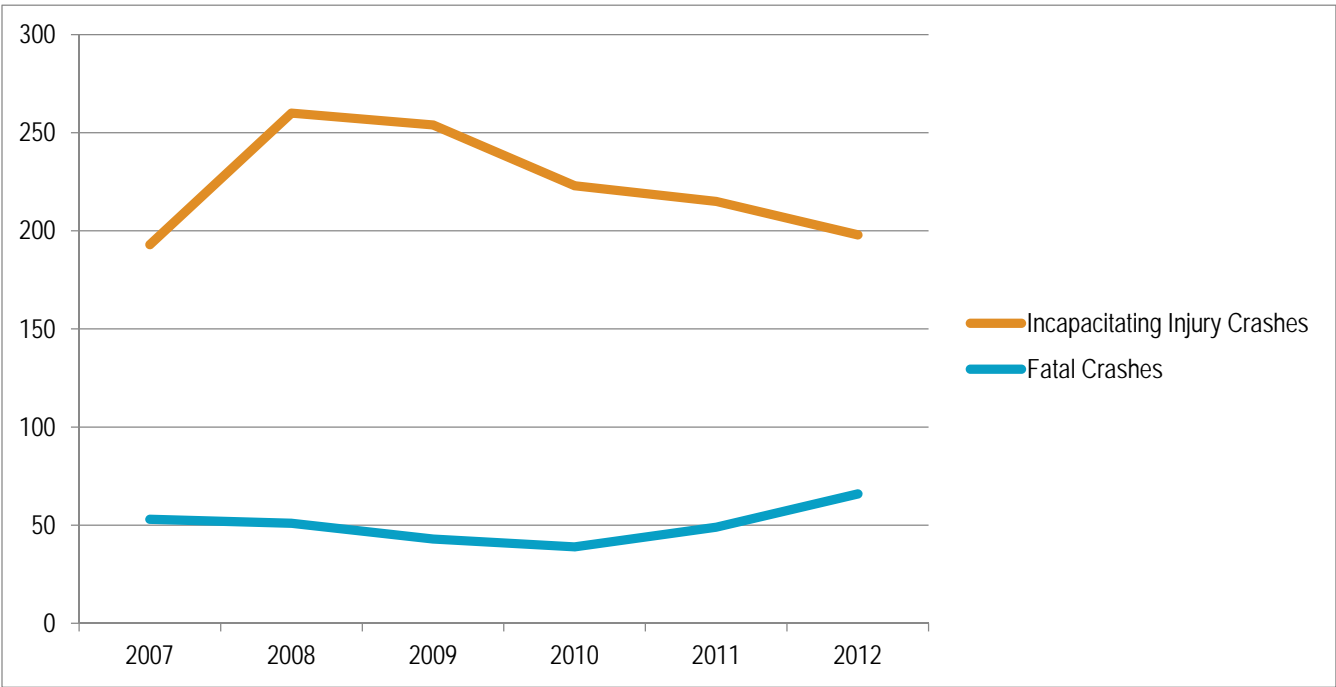
Category	Characteristics	Fatal		Incapacitating Injury		Total	
		# of Crashes	% of Total	# of Crashes	% of Total	# of Crashes	% of Total
	Motorcycle Statewide Totals	235	100.0%	1,145	100.0%	1,380	100.0%
Geographic	Urban	134	57.0%	754	65.9%	888	64.3%
	Rural	101	43.0%	391	34.1%	492	35.7%
	Tribal Land	10	4.3%	20	1.7%	30	2.2%
Geometry	Intersection Related	76	32.3%	267	23.3%	343	24.9%
	Road Departure	130	55.3%	570	49.8%	700	50.7%
	Work Zone Related	4	1.7%	19	1.7%	23	1.7%
Person Type	Young Driver	30	12.8%	204	17.8%	234	17.0%
	Older Driver	15	6.4%	122	10.7%	137	9.9%
	Motorcyclist Under Age 21	14	6.0%	146	12.8%	160	11.6%
	Motorcyclist Over Age 65	5	2.1%	47	4.1%	52	3.8%
	Pedestrian Involved	1	0.4%	8	0.7%	9	0.7%
	Bicyclist Involved	0	0.0%	1	0.1%	1	0.1%
Behavior	Alcohol Involved	76	32.3%	156	13.6%	232	16.8%
	Drug Involved	5	2.1%	9	0.8%	14	1.0%
	Alcohol/Drug Involved Driving*	81	34.5%	160	14.0%	241	17.5%
	Distracted Driving	121	51.5%	691	60.3%	812	58.8%
	Unhelmeted Motorcyclist	234	99.6%	1067	93.2%	1301	94.3%
	Sleepy/Fatigued Driving Related	1	0.4%	2	0.2%	3	0.2%
	Speeding/Aggressive Driving	114	48.5%	360	31.4%	474	34.3%
Vehicle	Motorcycle Involved	235	100.0%	1145	100.0%	1380	100.0%
	Train Involved	0	0.0%	1	0.1%	1	0.1%
	Heavy Vehicle Involved**	10	4.3%	7	0.6%	17	1.2%
	Multiple Vehicles	110	46.8%	538	47.0%	648	47.0%
Environmental	Inclement Weather	10	4.3%	50	4.4%	60	4.3%
	Wildlife/Animal Related	2	0.9%	24	2.1%	26	1.9%
	Dusk/Dawn	14	6.0%	44	3.8%	58	4.2%
	Dark-No Light	41	17.4%	117	10.2%	158	11.4%

Notes:
* Formerly called Impaired Driving.
** Heavy Vehicle includes buses, recreational vehicles, and trucks larger than a pickup truck.
Some crash reports stated more than one driver behavior as a contributing factor (for example, one crash may be both an “Aggressive Driving” and an “Inattentive Driving” crash). The number of times that driver behavior was recorded as a contributing factor in a crash report are tallied within the individual rows.

Severe Motorcycle Crashes in New Mexico, 2007 to 2012



Annual Trend in Total Severe Motorcycle Crashes, 2007 to 2012



Pedestrian Emphasis Area

Total Fatal and Incapacitating Injury Crash Statistics, 2007 to 2011

Category	Characteristics	Fatal		Incapacitating Injury		Total	
		# of Crashes	% of Total	# of Crashes	% of Total	# of Crashes	% of Total
	Pedestrian Statewide Totals	194	100.0%	386	100.0%	580	100.0%
Geographic	Urban	119	61.3%	348	90.2%	467	80.5%
	Rural	75	38.7%	38	9.8%	113	19.5%
	Tribal Land	19	9.8%	4	1.0%	23	4.0%
Geometry	Intersection Related	35	18.0%	16	4.1%	51	8.8%
	Road Departure	0	0.0%	0	0.0%	0	0.0%
	Work Zone Related	4	2.1%	5	1.3%	9	1.6%
Person Type	Young Driver	21	10.8%	44	11.4%	65	11.2%
	Older Driver	15	7.7%	28	7.3%	43	7.4%
	Pedestrian Involved	194	100.0%	386	100.0%	580	100.0%
	Pedestrian Under Age 21	26	13.4%	84	21.8%	110	19.0%
	Pedestrian Over Age 65	21	10.8%	24	6.2%	45	7.8%
	Bicyclist Involved	0	0.0%	0	0.0%	0	0.0%
Behavior	Alcohol Involved	102	52.6%	92	23.8%	194	33.4%
	Drug Involved	4	2.1%	8	2.1%	12	2.1%
	Alcohol/Drug Involved Driving*	105	54.1%	95	24.6%	200	34.5%
	Distracted Driving	33	17.0%	153	39.6%	186	32.1%
	Unhelmeted Motorcyclist	1	0.5%	7	1.8%	8	1.4%
	Sleepy/Fatigued Driving Related	2	1.0%	1	0.3%	3	0.5%
	Speeding/Aggressive Driving	17	8.8%	26	6.7%	43	7.4%
Vehicle	Motorcycle Involved	1	0.5%	8	2.1%	9	1.6%
	Train Involved	0	0.0%	0	0.0%	0	0.0%
	Heavy Vehicle Involved**	15	7.7%	14	3.6%	29	5.0%
	Multiple Vehicles	0	0.0%	0	0.0%	0	0.0%
Environmental	Inclement Weather	11	5.7%	26	6.7%	37	6.4%
	Wildlife/Animal Related	0	0.0%	0	0.0%	0	0.0%
	Dusk/Dawn	6	3.1%	16	4.1%	22	3.8%
	Dark-No Light	85	43.8%	63	16.3%	148	25.5%

Notes:

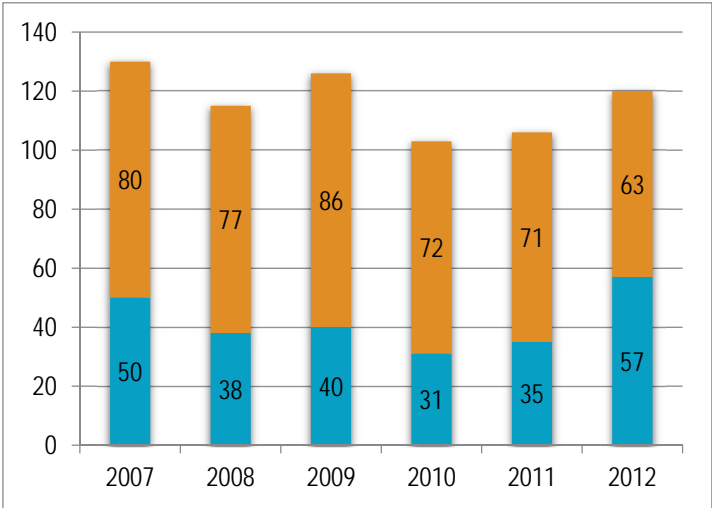
* Formerly called Impaired Driving.

** Heavy Vehicle includes buses, recreational vehicles, and trucks larger than a pickup truck.

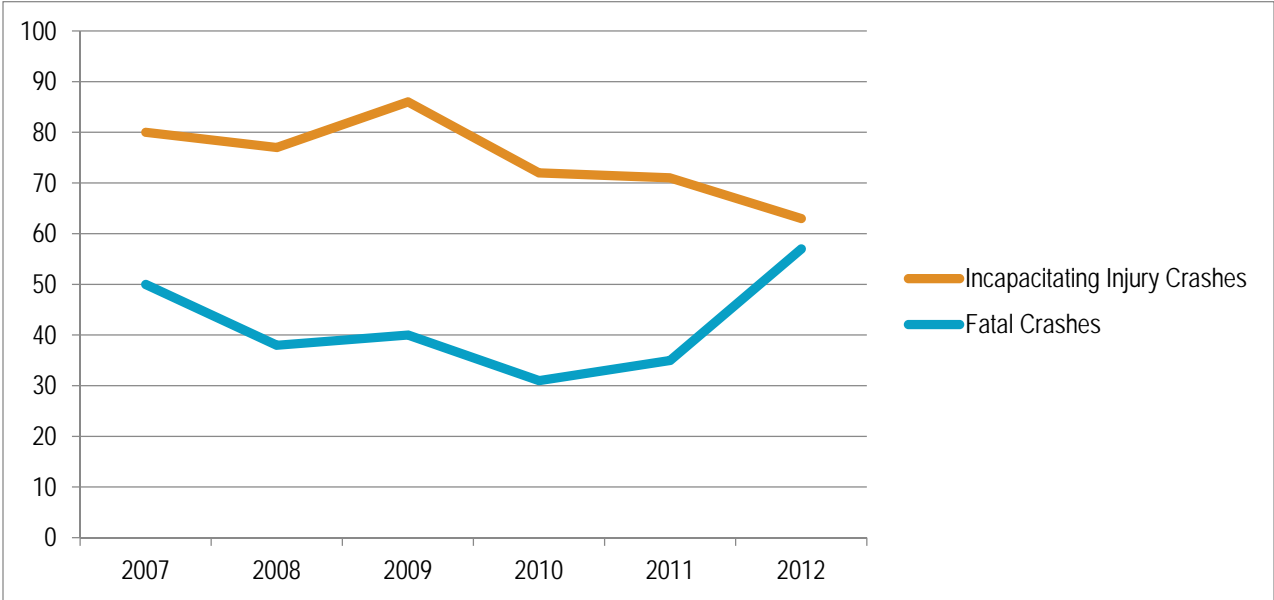
Some crash reports stated more than one driver behavior as a contributing factor (for example, one crash may be both an “Aggressive Driving” and an “Inattentive Driving” crash). The number of times that driver behavior was recorded as a contributing factor in a crash report are tallied within the individual rows.

Severe Pedestrian Crashes in New Mexico, 2007 to 2012

Year	Fatal	Incapacitating Injury
2007	50	80
2008	38	77
2009	40	86
2010	31	72
2011	35	71
2012	57	63



Annual Trend in Total Severe Pedestrian Crashes, 2007 to 2012



Tribal Lands Emphasis Area

Total Fatal and Incapacitating Injury Crash Statistics, 2007 to 2011

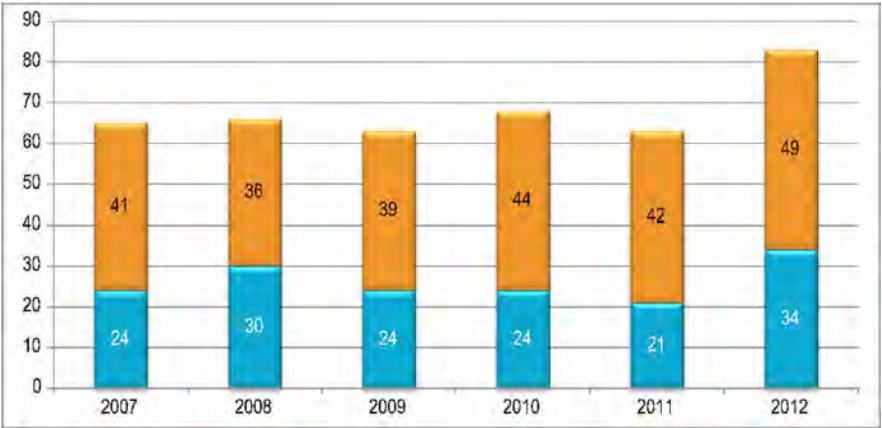
Category	Characteristics	Fatal		Incapacitating Injury		Total	
		# of Crashes	% of Total	# of Crashes	% of Total	# of Crashes	% of Total
	Tribal Statewide Totals	123	100.0%	202	100.0%	325	100.0%
Geographic	Urban	0	0.0%	0	0.0%	0	0.0%
	Rural	123	100.0%	202	100.0%	325	100.0%
	Tribal Lands	123	100.0%	202	100.0%	325	100.0%
Geometry	Intersection Related	8	6.5%	32	15.8%	40	12.3%
	Road Departure	83	67.5%	123	60.9%	206	63.4%
	Work Zone Related	7	5.7%	8	4.0%	15	4.6%
Person Type	Young Driver	9	7.3%	24	11.9%	33	10.2%
	Older Driver	15	12.2%	24	11.9%	39	12.0%
	Pedestrian Involved	19	15.4%	4	2.0%	23	7.1%
	Bicyclist Involved	1	0.8%	1	0.5%	2	0.6%
Behavior	Alcohol Involved	58	47.2%	28	13.9%	86	26.5%
	Distracted Driving	58	47.2%	125	61.9%	183	56.3%
	Drug Involved	2	1.6%	2	1.0%	4	1.2%
	Impaired Driving	59	48.0%	52	25.7%	111	34.2%
	Unhelmeted Motorcyclist	10	8.1%	19	9.4%	29	8.9%
	No Safety Restraint Used	31	25.2%	23	11.4%	54	16.6%
	Sleepy/Fatigued Driving Related	5	4.1%	11	5.4%	16	4.9%
	Speeding/Aggressive Driving	49	39.8%	71	35.1%	120	36.9%
Vehicle	Motorcycle Involved	10	8.1%	20	9.9%	30	9.2%
	Train Involved	0	0.0%	0	0.0%	0	0.0%
	Heavy Vehicle Involved*	13	10.6%	22	10.9%	35	10.8%
	Multiple Vehicles	40	32.5%	92	45.5%	132	40.6%
Environmental	Inclement Weather	23	18.7%	30	14.9%	53	16.3%
	Wildlife/Animal Related	0	0.0%	1	0.5%	1	0.3%
	Dusk/Dawn	7	5.7%	8	4.0%	15	4.6%
	Dark-No Light	59	48.0%	41	20.3%	100	30.8%

Notes:
* Heavy Vehicle includes buses, recreational vehicles, and all trucks larger than a pickup truck
Some crash reports stated more than one driver behavior contributing factor (for example, one crash may be both an “Aggressive Driving” and an “Inattentive Driving” crash). The numbers of times that driver behavior was recorded as a contributing factor in a crash report are tallied within the individual rows.

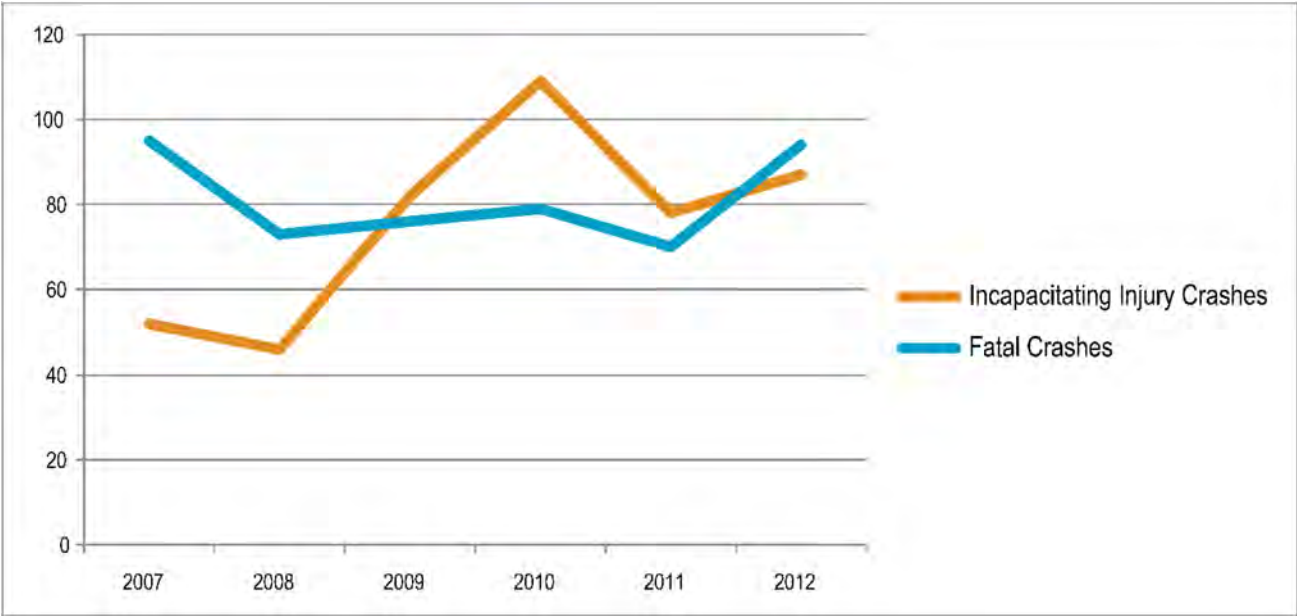


Severe Tribal Land Crashes in New Mexico by Year, 2007 to 2012

Year	Fatal	Incapacitating Injury
2007	24	41
2008	30	36
2009	24	39
2010	24	44
2011	21	42
2012	34	49



Annual Trend in Total Severe Tribal Land Crashes, 2007 to 2012



Young Driver Emphasis Area

Total Fatal and Incapacitating Injury Crash Statistics, 2007 to 2011

Category	Characteristics	Fatal		Incapacitating Injury		Total	
		# of Crashes	% of Total	# of Crashes	% of Total	# of Crashes	% of Total
	Young Driver Statewide Totals	259	100.0%	1,567	100.0%	1,826	100.0%
Geographic	Urban	112	43.2%	1,168	74.5%	1,280	70.1%
	Rural	147	56.8%	399	25.5%	546	29.9%
	Tribal Land	9	3.5%	24	1.5%	33	1.8%
Geometry	Intersection Related	56	21.6%	578	36.9%	634	34.7%
	Road Departure	174	67.2%	575	36.7%	749	41.0%
	Work Zone Related	3	1.2%	28	1.8%	31	1.7%
Person Type	Young Driver	259	100.0%	1567	100.0%	1826	100.0%
	Older Driver	12	4.6%	119	7.6%	131	7.2%
	Pedestrian Involved	21	8.1%	44	2.8%	65	3.6%
	Bicyclist Involved	6	2.3%	28	1.8%	34	1.9%
Behavior	Alcohol Involved	94	36.3%	172	11.0%	266	14.6%
	Drug Involved	4	1.5%	12	0.8%	16	0.9%
	Alcohol/Drug Involved Driving*	94	36.3%	180	11.5%	274	15.0%
	Distracted Driving	129	49.8%	1,060	67.6%	1,189	65.1%
	Unhelmeted Motorcyclist	30	11.6%	198	12.6%	228	12.5%
	No Safety Restraint Used	75	29.0%	97	6.2%	172	9.4%
	Sleepy/Fatigued Driving Related	13	5.0%	31	2.0%	44	2.4%
	Speeding/Aggressive Driving	128	49.4%	423	27.0%	551	30.2%
Vehicle	Motorcycle Involved	30	11.6%	204	13.0%	234	12.8%
	Train Involved	0	0.0%	1	0.1%	1	0.1%
	Heavy Vehicle Involved**	20	7.7%	38	2.4%	58	3.2%
	Multiple Vehicles	102	39.4%	1,037	66.2%	1,139	62.4%
Environmental	Inclement Weather	17	6.6%	82	5.2%	99	5.4%
	Wildlife/Animal Related	2	0.8%	3	0.2%	5	0.3%
	Dusk/Dawn	11	4.2%	51	3.3%	62	3.4%
	Dark-No Light	91	35.1%	202	12.9%	293	16.0%

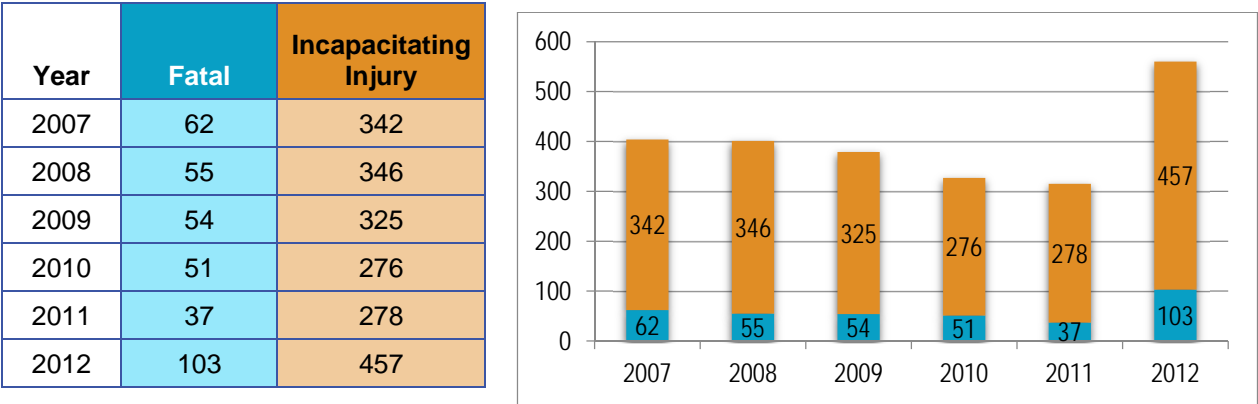
Notes:

* Formerly called Impaired Driving.

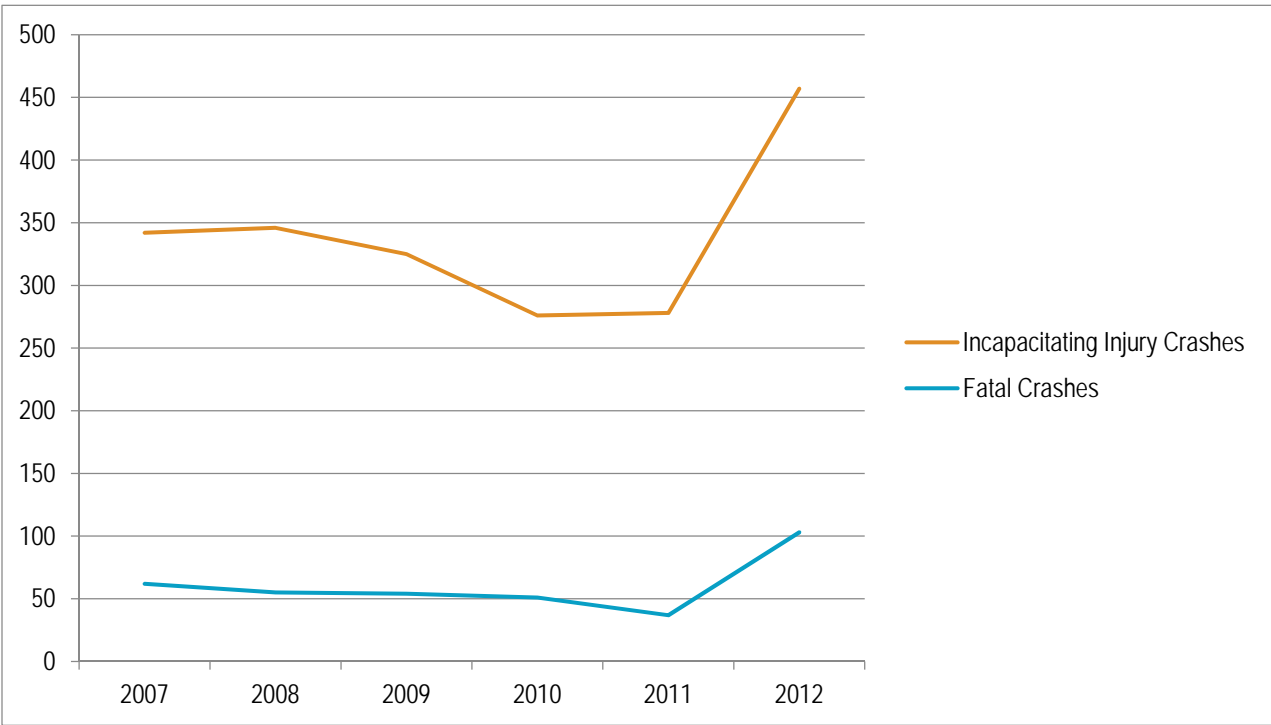
** Heavy Vehicle includes buses, recreational vehicles, and trucks larger than a pickup truck.

Some crash reports stated more than one driver behavior as a contributing factor (for example, one crash may be both an "Aggressive Driving" and an "Inattentive Driving" crash). The number of times that driver behavior was recorded as a contributing factor in a crash report are tallied within the individual rows..

Severe Young Driver Crashes in New Mexico, 2007 to 2012



Annual Trend in Total Severe Young Driver Crashes, 2007 to 2012



Intersections Emphasis Area

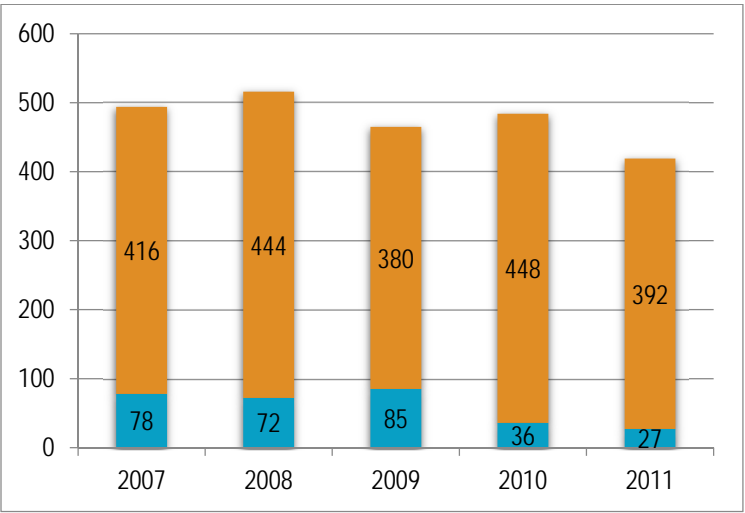
Total Fatal and Incapacitating Injury Crash Statistics, 2007 to 2011

Category	Characteristics	Fatal		Incapacitating Injury		Total	
		# of Crashes	% of Total	# of Crashes	% of Total	# of Crashes	% of Total
	Intersections Statewide Totals	298	100.0%	2,080	100.0%	2,378	100.0%
Geographic	Urban	239	80.2%	1,816	87.3%	2,055	86.4%
	Rural	77	25.8%	264	12.7%	341	14.3%
	Tribal Land	8	2.7%	32	1.5%	40	1.7%
Geometry	Intersection Related	298	100.0%	2,080	100.0%	2,378	100.0%
	Road Departure	78	26.2%	130	6.3%	208	8.7%
	Work Zone Related	2	0.7%	23	1.1%	25	1.1%
Person Type	Young Driver	56	18.8%	578	27.8%	634	26.7%
	Older Driver	74	24.8%	444	21.3%	518	21.8%
	Pedestrian Involved	35	11.7%	16	0.8%	51	2.1%
	Bicyclist Involved	9	3.0%	20	1.0%	29	1.2%
Behavior	Alcohol Involved	106	35.6%	159	7.6%	265	11.1%
	Distracted Driving	139	46.6%	1382	66.4%	1521	64.0%
	Drug Involved	7	2.3%	35	1.7%	42	1.8%
	Impaired Driving	112	37.6%	188	9.0%	300	12.6%
	Unhelmeted Motorcyclist	75	25.2%	247	11.9%	322	13.5%
	No Safety Restraint Used	47	15.8%	62	3.0%	109	4.6%
	Sleepy/Fatigued Driving Related	2	0.7%	7	0.3%	9	0.4%
	Speeding/Aggressive Driving	113	37.9%	288	13.8%	401	16.9%
Vehicle	Motorcycle Involved	76	25.5%	267	12.8%	343	14.4%
	Train Involved	0	0.0%	1	0.0%	1	0.0%
	Heavy Vehicle Involved*	24	8.1%	82	3.9%	106	4.5%
	Multiple Vehicles	191	64.1%	2,010	96.6%	2,201	92.6%
Environmental	Inclement Weather	12	4.0%	93	4.5%	105	4.4%
	Wildlife/Animal Related	0	0.0%	0	0.0%	0	0.0%
	Dusk/Dawn	17	5.7%	69	3.3%	86	3.6%
	Dark-No Light	48	16.1%	74	3.6%	122	5.1%

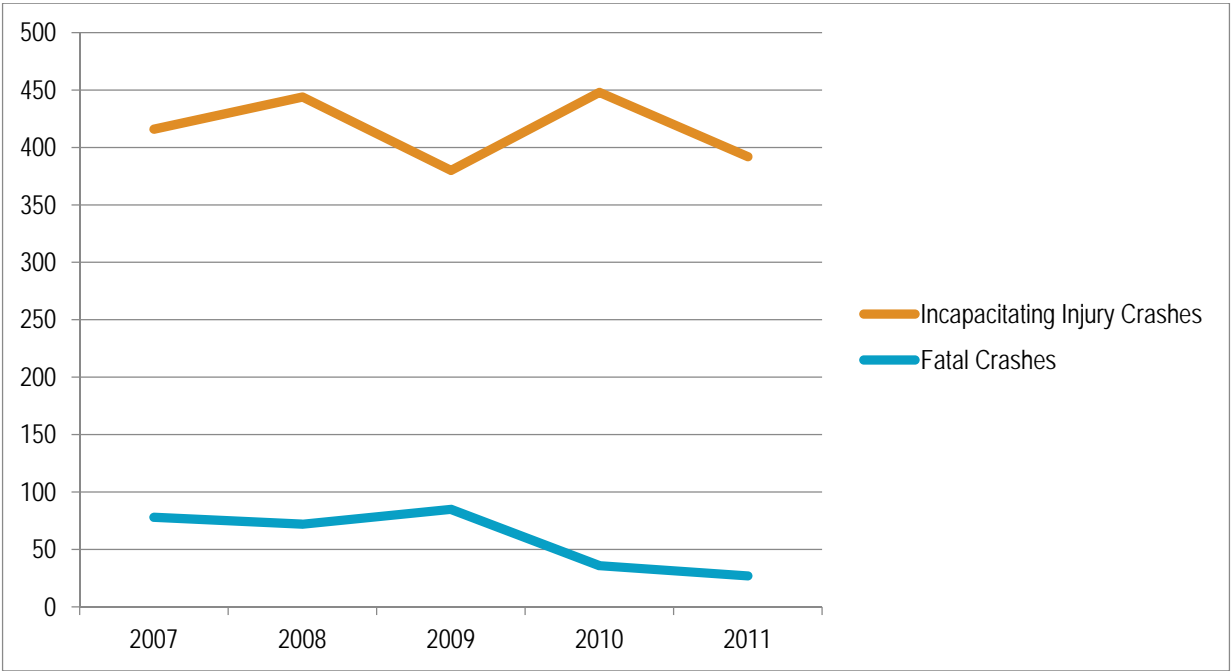
Notes:
* Heavy Vehicle includes buses, recreational vehicles, and all trucks larger than a pickup truck
Some crash reports stated more than one driver behavior contributing factor (for example, one crash may be both an “Aggressive Driving” and an “Inattentive Driving” crash). The numbers of times that driver behavior was recorded as a contributing factor in a crash report are tallied within the individual rows.

Severe Intersection Crashes in New Mexico by Year, 2007 to 2011

Year	Fatal	Incapacitating Injury
2007	78	416
2008	72	444
2009	85	380
2010	36	448
2011	27	392



Annual Trend in Total Severe Intersection Crashes, 2007 to 2011



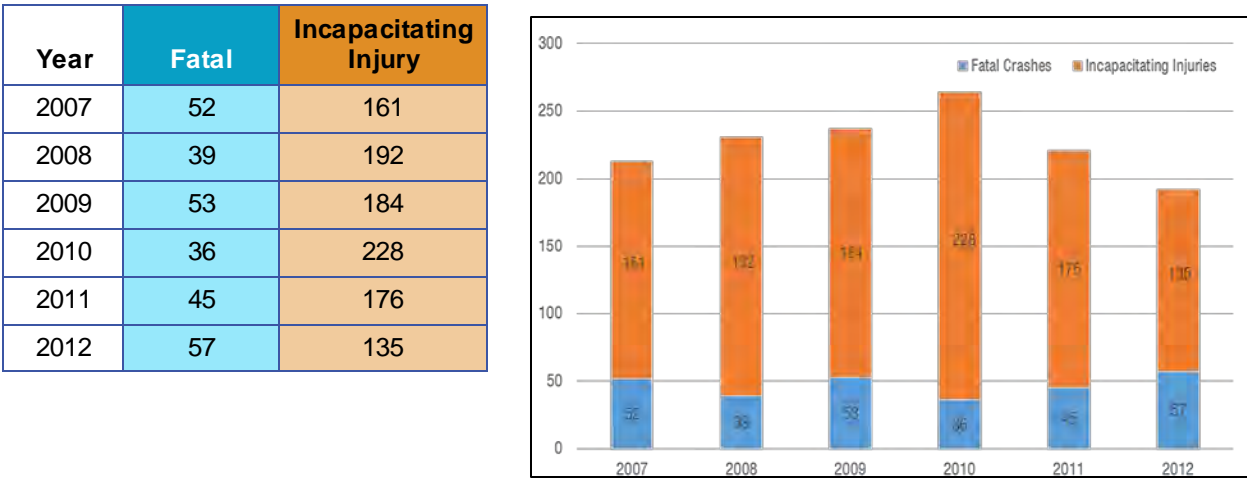
Older Driver Emphasis Area

Total Fatal and Incapacitating Injury Crash Statistics, 2007 to 2011

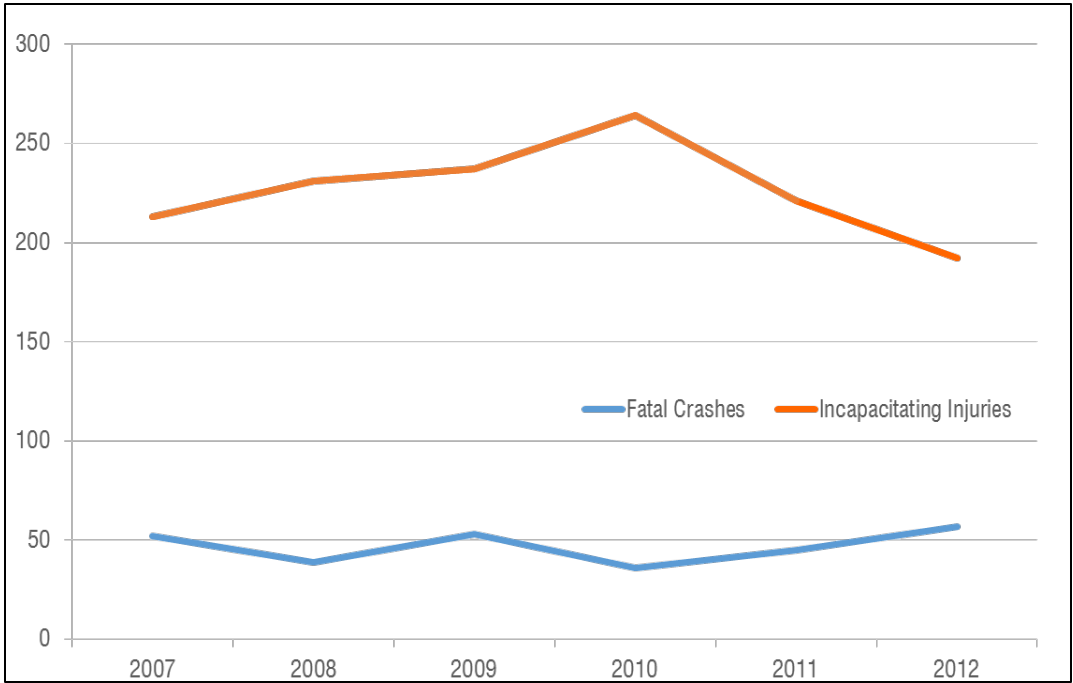
Category	Characteristics	Fatal		Incapacitating Injury		Total	
		# of Crashes	% of Total	# of Crashes	% of Total	# of Crashes	% of Total
	Older Driver Statewide Totals	225	100.0%	941	100.0%	1,166	100.0%
Geographic	Urban	88	39.1%	702	74.6%	790	67.8%
	Rural	137	60.9%	239	25.4%	376	32.2%
	Tribal Land	15	6.7%	24	2.6%	39	3.3%
Geometry	Intersection Related	74	32.9%	444	47.2%	518	44.4%
	Road Departure	114	50.7%	251	26.7%	365	31.3%
	Work Zone Related	6	2.7%	20	2.1%	26	2.2%
Person Type	Young Driver	12	5.3%	119	12.6%	131	11.2%
	Older Driver	225	100.0%	941	100.0%	1166	100.0%
	Pedestrian Involved	15	6.7%	28	3.0%	43	3.7%
	Bicyclist Involved	3	1.3%	14	1.5%	17	1.5%
Behavior	Alcohol Involved	32	14.2%	58	6.2%	90	7.7%
	Drug Involved	3	1.3%	12	1.3%	15	1.3%
	Alcohol/Drug Involved Driving*	35	15.6%	68	7.2%	103	8.8%
	Distracted Driving	107	47.6%	617	65.6%	724	62.1%
	Unhelmeted Motorcyclist	15	6.7%	116	12.3%	131	11.2%
	No Safety Restraint Used	37	16.4%	20	2.1%	57	4.9%
	Sleepy/Fatigued Driving Related	12	5.3%	11	1.2%	23	2.0%
	Speeding/Aggressive Driving	62	27.6%	129	13.7%	191	16.4%
Vehicle	Motorcycle Involved	15	6.7%	122	13.0%	137	11.7%
	Train Involved	0	0.0%	1	0.1%	1	0.1%
	Heavy Vehicle Involved**	37	16.4%	59	6.3%	96	8.2%
	Multiple Vehicles	139	61.8%	787	83.6%	926	79.4%
Environmental	Inclement Weather	24	10.7%	68	7.2%	92	7.9%
	Wildlife/Animal Related	0	0.0%	1	0.1%	1	0.1%
	Dusk/Dawn	8	3.6%	29	3.1%	37	3.2%
	Dark-No Light	33	14.7%	57	6.1%	90	7.7%

Notes:
 * Formerly called Impaired Driving.
 ** Heavy Vehicle includes buses, recreational vehicles, and trucks larger than a pickup truck.
 Some crash reports stated more than one driver behavior as a contributing factor (for example, one crash may be both an "Aggressive Driving" and an "Inattentive Driving" crash). The number of times that driver behavior was recorded as a contributing factor in a crash report are tallied within the individual rows.

Severe Older Driver Crashes in New Mexico, 2007 to 2012



Annual Trend in Total Severe Older Driver Crashes, 2007 to 2012



Bicycles Emphasis Area

Total Fatal and Incapacitating Injury Crash Statistics, 2007 to 2011

Category	Characteristics	Fatal		Incapacitating Injury		Total	
		# of Crashes	% of Total	# of Crashes	% of Total	# of Crashes	% of Total
	Bicycle Statewide Totals	29	100.0%	196	100.0%	225	100.0%
Geographic	Urban	19	65.5%	181	92.3%	200	88.9%
	Rural	10	34.5%	15	7.7%	25	11.1%
	Tribal Land	1	3.4%	1	0.5%	2	0.9%
Geometry	Intersection Related	9	31.0%	20	10.2%	29	12.9%
	Road Departure	0	0.0%	0	0.0%	0	0.0%
	Work Zone Related	0	0.0%	2	1.0%	2	0.9%
Person Type	Young Driver of Vehicle	6	20.7%	28	14.3%	34	15.1%
	Older Driver of Vehicle	3	10.3%	14	7.1%	17	7.6%
	Pedestrian Involved	0	0.0%	0	0.0%	0	0.0%
	Bicyclist Involved	29	100.0%	196	100.0%	225	100.0%
	Bicyclist Under Age 21	3	10.3%	53	27.0%	56	24.9%
	Bicyclist Over Age 65	3	10.3%	3	1.5%	6	2.7%
Behavior	Alcohol Involved	8	24.1%	21	9.7%	29	12.9%
	Drug Involved	1	3.4%	0	0.0%	1	0.4%
	Alcohol/Drug Involved Driving*	9	31.0%	21	10.7%	30	13.3%
	Distracted Driving	13	44.8%	121	61.7%	134	59.6%
	Unhelmeted Motorcyclist	0	0.0%	1	0.5%	1	0.4%
	Sleepy/Fatigued Driving Related	1	3.4%	1	0.5%	2	0.9%
	Speeding/Aggressive Driving	7	24.1%	16	8.2%	23	10.2%
Vehicle	Motorcycle Involved	0	0.0%	1	0.5%	1	0.4%
	Train Involved	0	0.0%	0	0.0%	0	0.0%
	Heavy Vehicle Involved**	1	3.4%	4	2.0%	5	2.2%
	Multiple Vehicles	0	0.0%	0	0.0%	0	0.0%
Environmental	Inclement Weather	1	3.4%	6	3.1%	7	3.1%
	Wildlife/Animal Related	0	0.0%	0	0.0%	0	0.0%
	Dusk/Dawn	2	6.9%	9	4.6%	11	4.9%
	Dark-No Light	7	24.1%	12	6.1%	19	8.4%

Notes:

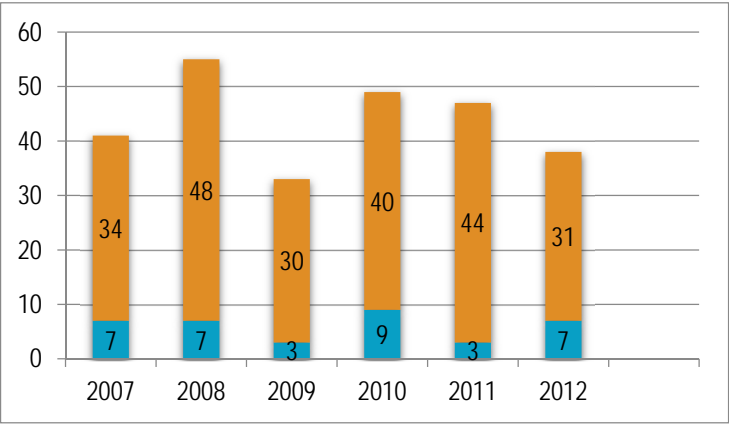
* Formerly called Impaired Driving.

** Heavy Vehicle includes buses, recreational vehicles, and trucks larger than a pickup truck.

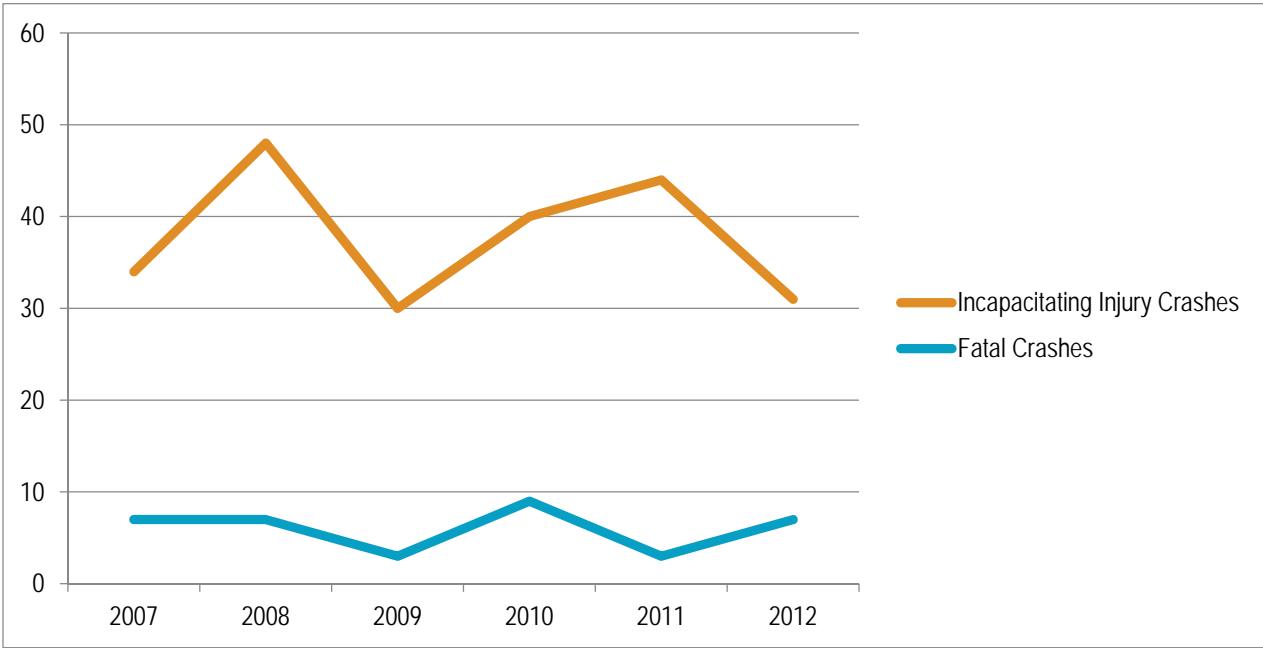
Some crash reports stated more than one driver behavior as a contributing factor (for example, one crash may be both an "Aggressive Driving" and an "Inattentive Driving" crash). The number of times that driver behavior was recorded as a contributing factor in a crash report are tallied within the individual rows.

Severe Bicycle Crashes in New Mexico by Year, 2007 to 2012

Year	Fatal	Incapacitating Injury
2007	7	34
2008	7	48
2009	3	30
2010	9	40
2011	3	44
2012	7	31



Annual Trend in Total Severe Bicycle Crashes, 2007 to 2012



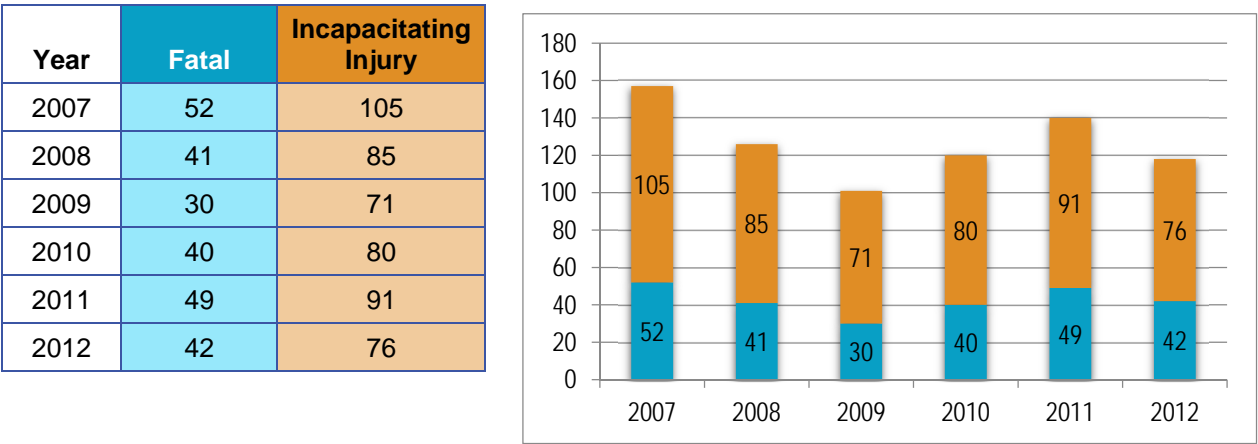
Heavy Vehicles Emphasis Area

Total Fatal and Incapacitating Injury Crash Statistics, 2007 to 2011

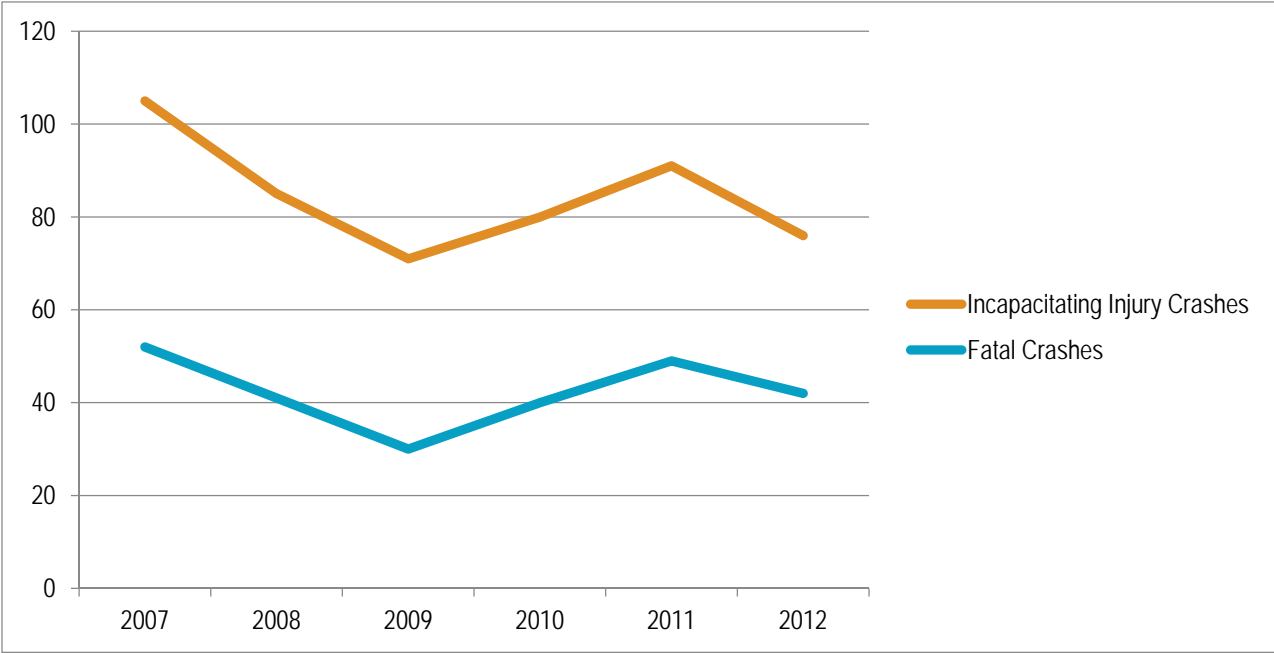
Category	Characteristics	Fatal		Incapacitating Injury		Total	
		# of Crashes	% of Total	# of Crashes	% of Total	# of Crashes	% of Total
	Heavy Vehicle Statewide Totals	212	100.0%	432	100.0%	644	100.0%
Geographic	Urban	49	23.1%	188	43.5%	237	36.8%
	Rural	163	76.9%	244	56.5%	407	63.2%
	Tribal Land	13	6.1%	22	5.1%	35	5.4%
Geometry	Intersection Related	24	11.3%	82	19.0%	106	16.5%
	Road Departure	107	50.5%	150	34.7%	257	39.9%
	Work Zone Related	11	5.2%	30	6.9%	41	6.4%
Person Type	Young Driver	20	9.4%	38	8.8%	58	9.0%
	Older Driver	37	17.5%	59	13.7%	96	14.9%
	Pedestrian Involved	15	7.1%	14	3.2%	29	4.5%
	Bicyclist Involved	1	0.5%	4	0.9%	5	0.8%
Behavior	Alcohol Involved	35	16.5%	36	8.3%	71	11.0%
	Drug Involved	2	0.9%	4	0.9%	6	0.9%
	Alcohol/Drug Involved Driving*	37	17.5%	40	9.3%	77	12.0%
	Distracted Driving	81	38.2%	308	71.3%	389	60.4%
	Unhelmeted Motorcyclist	10	4.7%	6	1.4%	16	2.5%
	No Safety Restraint Used	32	15.1%	22	5.1%	54	8.4%
	Sleepy/Fatigued Driving Related	9	4.2%	20	4.6%	29	4.5%
	Speeding/Aggressive Driving	62	29.2%	107	24.8%	169	26.2%
Vehicle	Motorcycle Involved	10	4.7%	7	1.6%	17	2.6%
	Train Involved	2	0.9%	0	0.0%	2	0.3%
	Heavy Vehicle Involved**	212	100.0%	432	100.0%	644	100.0%
	Multiple Vehicles	150	70.8%	314	72.7%	464	72.0%
Environmental	Inclement Weather	30	14.2%	45	10.4%	75	11.6%
	Wildlife/Animal Related	1	0.5%	1	0.2%	2	0.3%
	Dusk/Dawn	10	4.7%	11	2.5%	21	3.3%
	Dark-No Light	70	33.0%	89	20.6%	159	24.7%

Notes:
* Formerly called Impaired Driving.
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Some crash reports stated more than one driver behavior as a contributing factor (for example, one crash may be both an "Aggressive Driving" and an "Inattentive Driving" crash). The number of times that driver behavior was recorded as a contributing factor in a crash report are tallied within the individual rows.

Severe Heavy Vehicle Crashes in New Mexico, 2007 to 2012



Annual Trend in Total Severe Heavy Vehicle Crashes, 2007 to 2012



Inclement Weather Emphasis Area

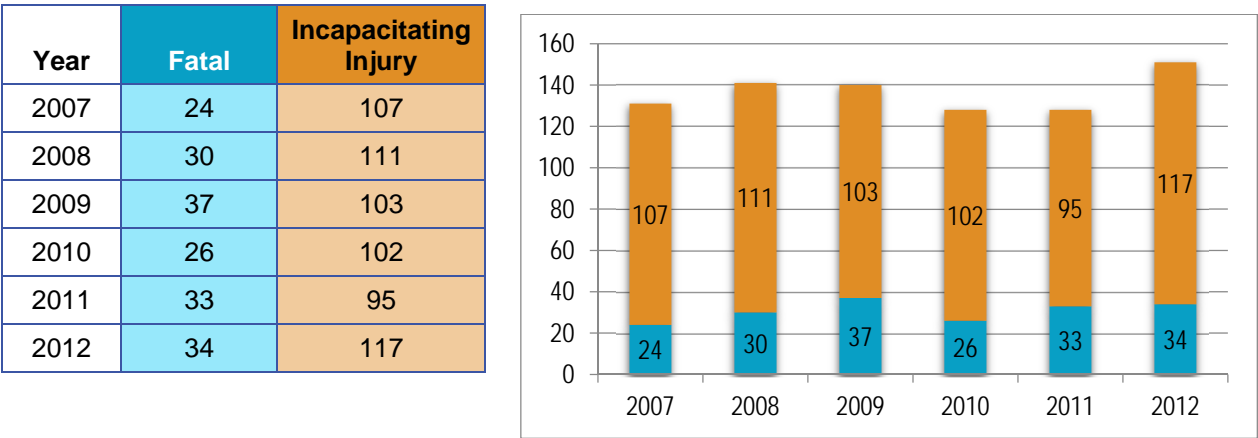
Total Fatal and Incapacitating Injury Crash Statistics, 2007 to 2011

Category	Characteristics	Fatal		Incapacitating Injury		Total	
		# of Crashes	% of Total	# of Crashes	% of Total	# of Crashes	% of Total
	Inclement Weather Statewide Totals	150	100.0%	518	100.0%	668	100.0%
Geographic	Urban	29	19.3%	251	48.5%	280	41.9%
	Rural	122	81.3%	244	47.1%	366	54.8%
	Tribal Land	23	15.3%	30	5.8%	53	7.9%
Geometry	Intersection Related	12	8.0%	93	18.0%	105	15.7%
	Road Departure	112	74.7%	293	56.6%	405	60.6%
	Work Zone Related	4	2.7%	6	1.2%	10	1.5%
Person Type	Young Driver	17	11.3%	82	15.8%	99	14.8%
	Older Driver	24	16.0%	68	13.1%	92	13.8%
	Pedestrian Involved	11	7.3%	26	5.0%	37	5.5%
	Bicyclist Involved	1	0.7%	6	1.2%	7	1.0%
Behavior	Alcohol Involved	41	27.3%	50	9.7%	91	13.6%
	Distracted Driving	52	34.7%	263	50.8%	315	47.2%
	Drug Involved	2	1.3%	6	1.2%	8	1.2%
	Impaired Driving	43	28.7%	56	10.8%	99	14.8%
	Unhelmeted Motorcyclist	10	6.7%	46	8.9%	56	8.4%
	No Safety Restraint Used	37	24.7%	21	4.1%	58	8.7%
	Sleepy/Fatigued Driving Related	5	3.3%	7	1.4%	12	1.8%
	Speeding/Aggressive Driving	84	56.0%	224	43.2%	308	46.1%
Vehicle	Motorcycle Involved	10	6.7%	50	9.7%	60	9.0%
	Train Involved	0	0.0%	0	0.0%	0	0.0%
	Heavy Vehicle Involved*	30	20.0%	45	8.7%	75	11.2%
	Multiple Vehicles	99	66.0%	234	45.2%	333	49.9%
Environmental	Inclement Weather	150	100.0%	518	100.0%	668	100.0%
	Wildlife/Animal Related	0	0.0%	5	1.0%	5	0.7%
	Dusk/Dawn	8	5.3%	33	6.4%	41	6.1%
	Dark-No Light	57	38.0%	92	17.8%	149	22.3%

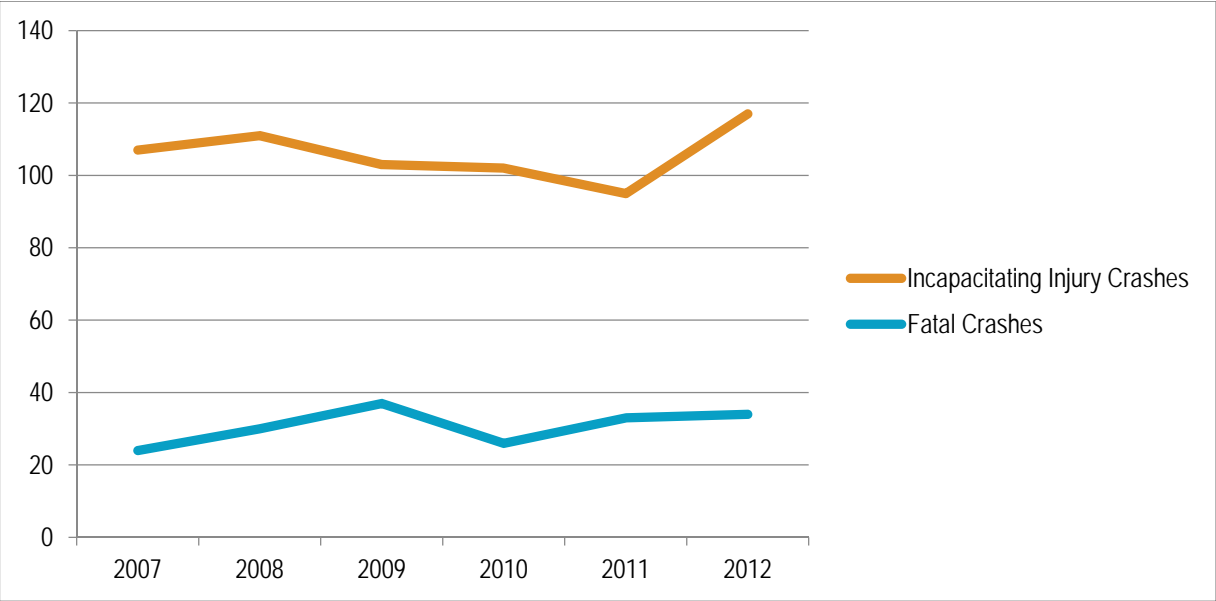
Notes:
* Heavy Vehicle includes buses, recreational vehicles, and all trucks larger than a pickup truck
Some crash reports stated more than one driver behavior contributing factor (for example, one crash may be both an “Aggressive Driving” and an “Inattentive Driving” crash). The numbers of times that driver behavior was recorded as a contributing factor in a crash report are tallied within the individual rows.



Severe Inclement Weather Crashes in New Mexico by Year, 2007 to 2012



Annual Trend in Total Severe Inclement Weather Crashes, 2007 to 2012



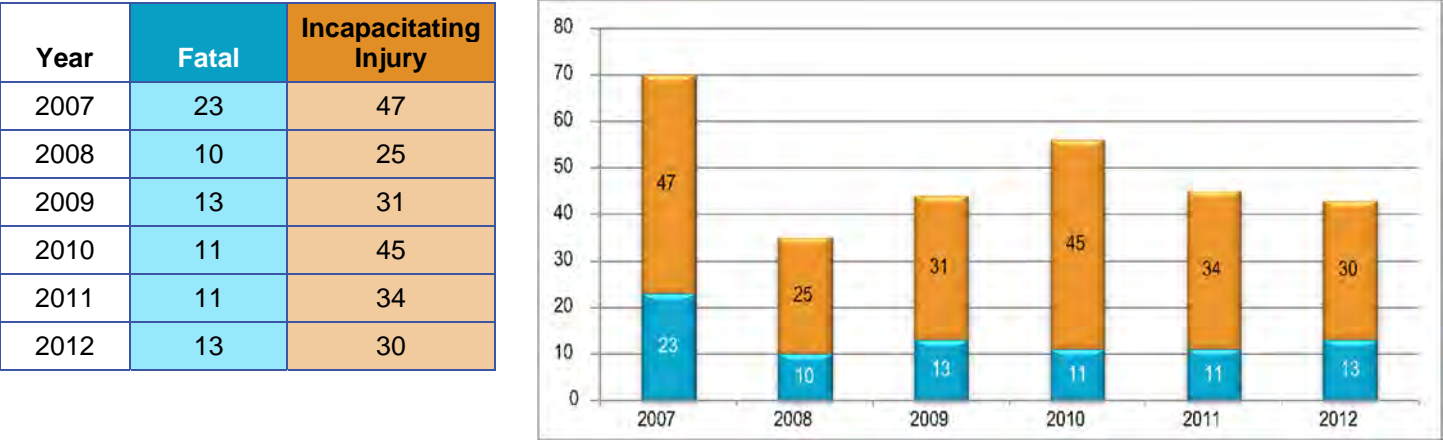
Sleepy / Fatigued Driving Emphasis Area

Total Fatal and Incapacitating Injury Crash Statistics, 2007 to 2011

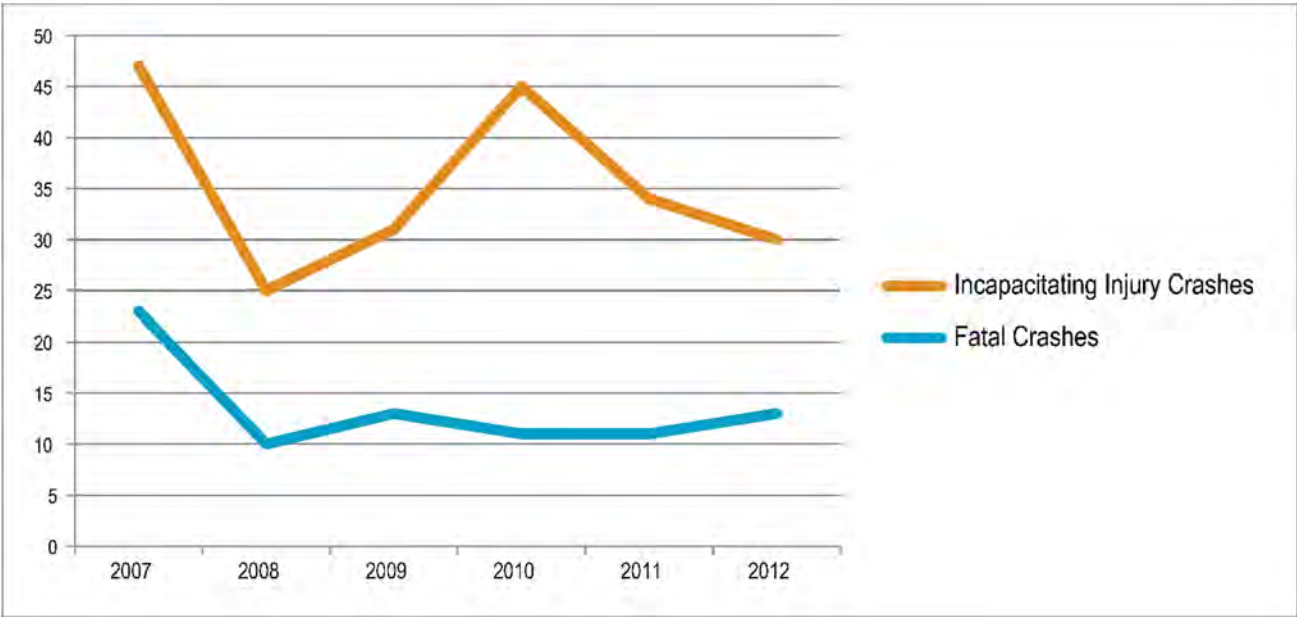
Category	Characteristics	Fatal		Incapacitating Injury		Total	
		# of Crashes	% of Total	# of Crashes	% of Total	# of Crashes	% of Total
	Sleepy / Fatigued Driving Statewide Totals	68	100.0%	182	100.0%	250	100.0%
Geographic	Urban	11	16.2%	46	25.3%	57	22.8%
	Rural	57	83.8%	136	74.7%	193	77.2%
	Tribal Land	5	7.4%	11	6.0%	16	6.4%
Geometry	Intersection Related	2	2.9%	7	3.8%	9	3.6%
	Road Departure	59	86.8%	153	84.1%	212	84.8%
	Work Zone Related	1	1.5%	6	3.3%	7	2.8%
Person Type	Young Driver	13	19.1%	31	17.0%	44	17.6%
	Older Driver	12	17.6%	11	6.0%	23	9.2%
	Pedestrian Involved	2	2.9%	1	0.5%	3	1.2%
	Bicyclist Involved	1	1.5%	1	0.5%	2	0.8%
Behavior	Alcohol Involved	13	19.1%	24	13.2%	37	14.8%
	Distracted Driving	57	83.8%	161	88.5%	218	87.2%
	Drug Involved	0	0.0%	4	2.2%	4	1.6%
	Impaired Driving	12	17.6%	28	15.4%	40	16.0%
	Unhelmeted Motorcyclist	1	1.5%	2	1.1%	3	1.2%
	No Safety Restraint Used	19	27.9%	21	11.5%	40	16.0%
	Sleepy/Fatigued Driving Related	68	100.0%	182	100.0%	250	100.0%
	Speeding/Aggressive Driving	12	17.6%	29	15.9%	41	16.4%
Vehicle	Motorcycle Involved	1	1.5%	2	1.1%	3	1.2%
	Train Involved	0	0.0%	0	0.0%	0	0.0%
	Heavy Vehicle Involved*	9	13.2%	20	11.0%	29	11.6%
	Multiple Vehicles	16	23.5%	31	17.0%	47	18.8%
Environmental	Inclement Weather	5	7.4%	7	3.8%	12	4.8%
	Wildlife/Animal Related	0	0.0%	0	0.0%	0	0.0%
	Dusk/Dawn	4	5.9%	15	8.2%	19	7.6%
	Dark-No Light	30	44.1%	64	35.2%	94	37.6%

Notes:
* Heavy Vehicle includes buses, recreational vehicles, and all trucks larger than a pickup truck
Some crash reports stated more than one driver behavior contributing factor (for example, one crash may be both an "Aggressive Driving" and an "Inattentive Driving" crash). The numbers of times that driver behavior was recorded as a contributing factor in a crash report are tallied within the individual rows.

Severe Sleepy / Fatigued Driving Crashes in New Mexico by Year, 2007 to 2012



Annual Trend in Total Severe Sleepy / Fatigued Driving Crashes, 2007 to 2012



Work Zones Emphasis Area

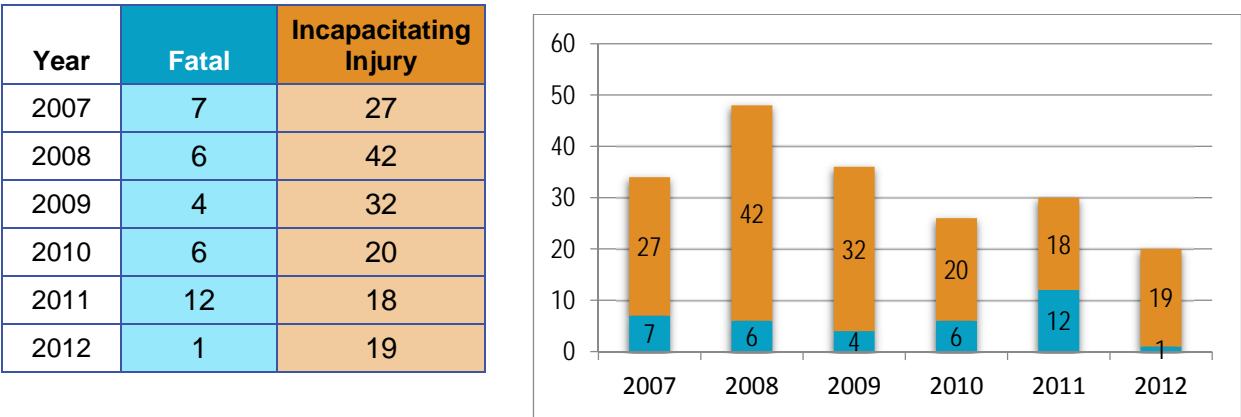
Total Fatal and Incapacitating Injury Crash Statistics, 2007 to 2011

Category	Characteristics	Fatal		Incapacitating Injury		Total	
		# of Crashes	% of Total	# of Crashes	% of Total	# of Crashes	% of Total
	Work Zones Statewide Totals	35	100.0%	139	100.0%	174	100.0%
Geographic	Urban	8	22.9%	64	46.0%	72	41.4%
	Rural	27	77.1%	75	54.0%	102	58.6%
	Tribal Land	7	20.0%	8	5.8%	15	8.6%
Geometry	Intersection Related	2	5.7%	23	16.5%	25	14.4%
	Road Departure	21	60.0%	51	36.7%	72	41.4%
	Work Zone Related	35	100.0%	139	100.0%	174	100.0%
Person Type	Young Driver	3	8.6%	28	20.1%	31	17.8%
	Older Driver	6	17.1%	20	14.4%	26	14.9%
	Pedestrian Involved	4	11.4%	5	3.6%	9	5.2%
	Bicyclist Involved	0	0.0%	2	1.4%	2	1.1%
Behavior	Alcohol Involved	15	42.9%	18	12.9%	33	19.0%
	Distracted Driving	20	57.1%	100	71.9%	120	69.0%
	Drug Involved	0	0.0%	1	0.7%	1	0.6%
	Impaired Driving	15	42.9%	19	13.7%	34	19.5%
	Unhelmeted Motorcyclist	4	11.4%	15	10.8%	19	10.9%
	No Safety Restraint Used	6	17.1%	4	2.9%	10	5.7%
	Sleepy/Fatigued Driving Related	1	2.9%	6	4.3%	7	4.0%
	Speeding/Aggressive Driving	17	48.6%	33	23.7%	50	28.7%
Vehicle	Motorcycle Involved	4	11.4%	19	13.7%	23	13.2%
	Train Involved	0	0.0%	0	0.0%	0	0.0%
	Heavy Vehicle Involved*	11	31.4%	30	21.6%	41	23.6%
	Multiple Vehicles	16	45.7%	84	60.4%	100	57.5%
Environmental	Inclement Weather	4	11.4%	6	4.3%	10	5.7%
	Wildlife/Animal Related	0	0.0%	1	0.7%	1	0.6%
	Dusk/Dawn	0	0.0%	4	2.9%	4	2.3%
	Dark-No Light	16	45.7%	25	18.0%	41	23.6%

Notes:
* Heavy Vehicle includes buses, recreational vehicles, and all trucks larger than a pickup truck
Some crash reports stated more than one driver behavior contributing factor (for example, one crash may be both an “Aggressive Driving” and an “Inattentive Driving” crash). The numbers of times that driver behavior was recorded as a contributing factor in a crash report are tallied within the individual rows.



Severe Work Zone Crashes in New Mexico by Year, 2007 to 2012



Annual Trend in Total Severe Work Zone Crashes, 2007 to 2012



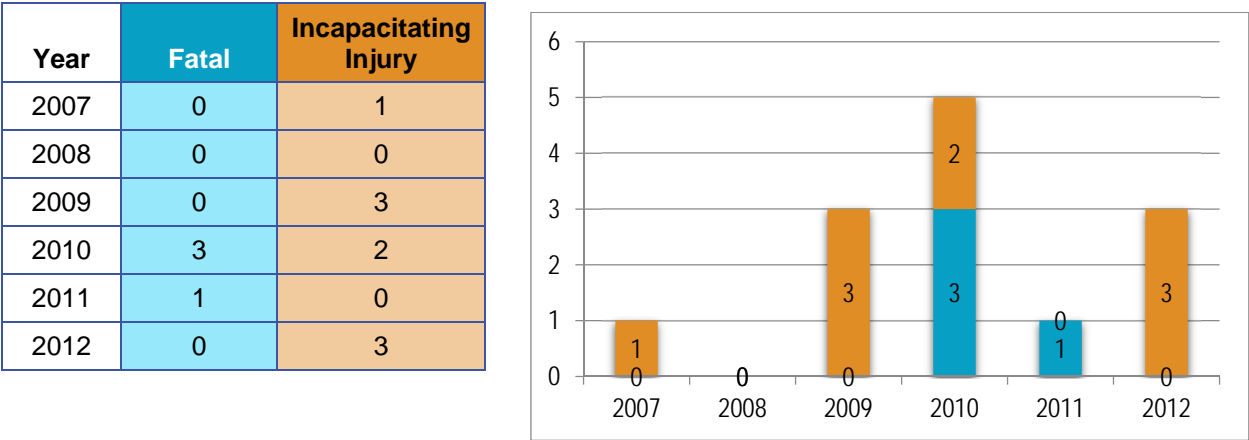
Train-Vehicle (Rail) Emphasis Area

Total Fatal and Incapacitating Injury Crash Statistics, 2007 to 2011

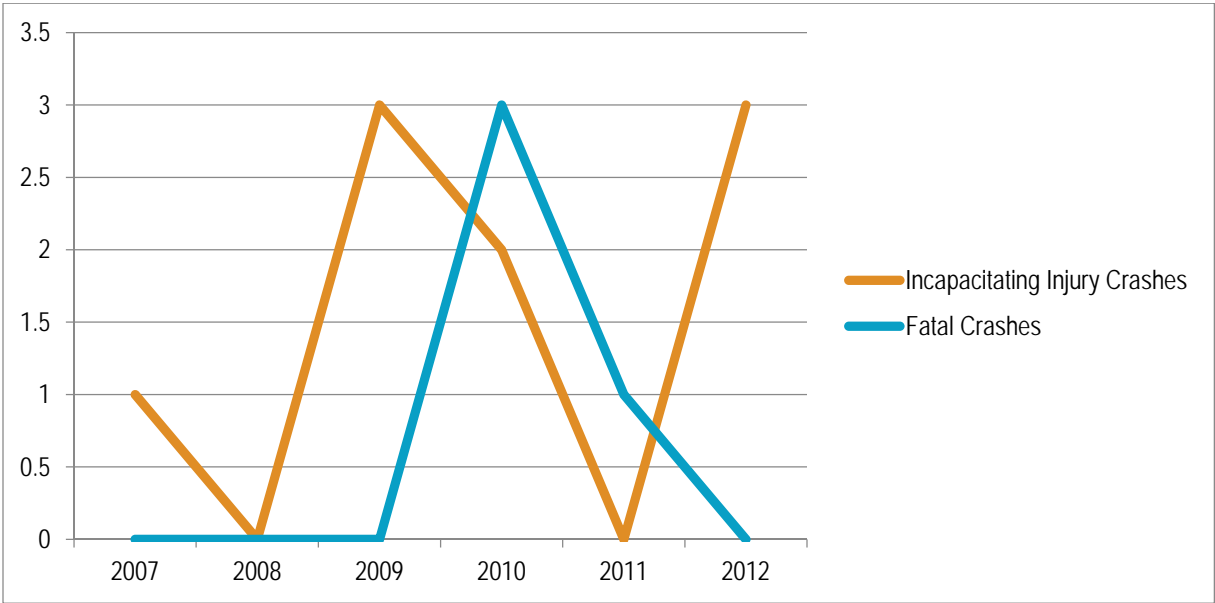
Category	Characteristics	Fatal		Incapacitating Injury		Total	
		# of Crashes	% of Total	# of Crashes	% of Total	# of Crashes	% of Total
	Train-Vehicle Statewide Totals	4	100.0%	6	100.0%	10	100.0%
Geographic	Urban	1	25.0%	2	33.3%	3	30.0%
	Rural	3	75.0%	3	50.0%	6	60.0%
	Tribal Land	0	0.0%	0	0.0%	0	0.0%
Geometry	Intersection Related	0	0.0%	1	16.7%	1	10.0%
	Road Departure	0	0.0%	0	0.0%	0	0.0%
	Work Zone Related	0	0.0%	0	0.0%	0	0.0%
Person Type	Young Driver	0	0.0%	1	16.7%	1	10.0%
	Older Driver	0	0.0%	1	16.7%	1	10.0%
	Pedestrian Involved	0	0.0%	0	0.0%	0	0.0%
	Bicyclist Involved	0	0.0%	0	0.0%	0	0.0%
Behavior	Alcohol Involved	0	0.0%	2	33.3%	2	20.0%
	Distracted Driving	1	25.0%	3	50.0%	4	40.0%
	Drug Involved	0	0.0%	0	0.0%	0	0.0%
	Impaired Driving	0	0.0%	2	33.3%	2	20.0%
	Unhelmeted Motorcyclist	0	0.0%	1	16.7%	1	10.0%
	No Safety Restraint Used	0	0.0%	0	0.0%	0	0.0%
	Sleepy/Fatigued Driving Related	0	0.0%	0	0.0%	0	0.0%
	Speeding/Aggressive Driving	0	0.0%	1	16.7%	1	10.0%
Vehicle	Motorcycle Involved	0	0.0%	1	16.7%	1	10.0%
	Train Involved	4	100.0%	6	100.0%	10	100.0%
	Heavy Vehicle Involved*	2	50.0%	0	0.0%	2	20.0%
Environmental	Multiple Vehicles	1	25.0%	4	66.7%	5	50.0%
	Inclement Weather	0	0.0%	0	0.0%	0	0.0%
	Wildlife/Animal Related	0	0.0%	0	0.0%	0	0.0%
	Dusk/Dawn	0	0.0%	0	0.0%	0	0.0%
	Dark-No Light	0	0.0%	1	16.7%	1	10.0%

Notes:
* Heavy Vehicle includes buses, recreational vehicles, and all trucks larger than a pickup truck
Some crash reports stated more than one driver behavior contributing factor (for example, one crash may be both an “Aggressive Driving” and an “Inattentive Driving” crash). The numbers of times that driver behavior was recorded as a contributing factor in a crash report are tallied within the individual rows.

Severe Train-Vehicle Crashes in New Mexico by Year, 2007 to 2012



Annual Trend in Total Severe Train-Vehicle Crashes, 2007 to 2012



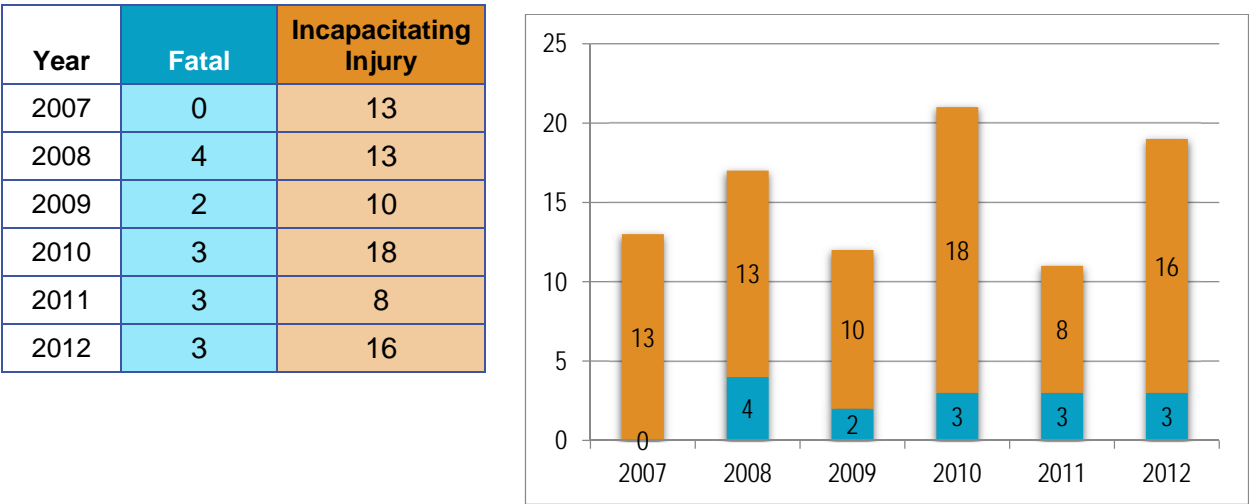
Wildlife / Animal Emphasis Area

Total Fatal and Incapacitating Injury Crash Statistics, 2007 to 2011

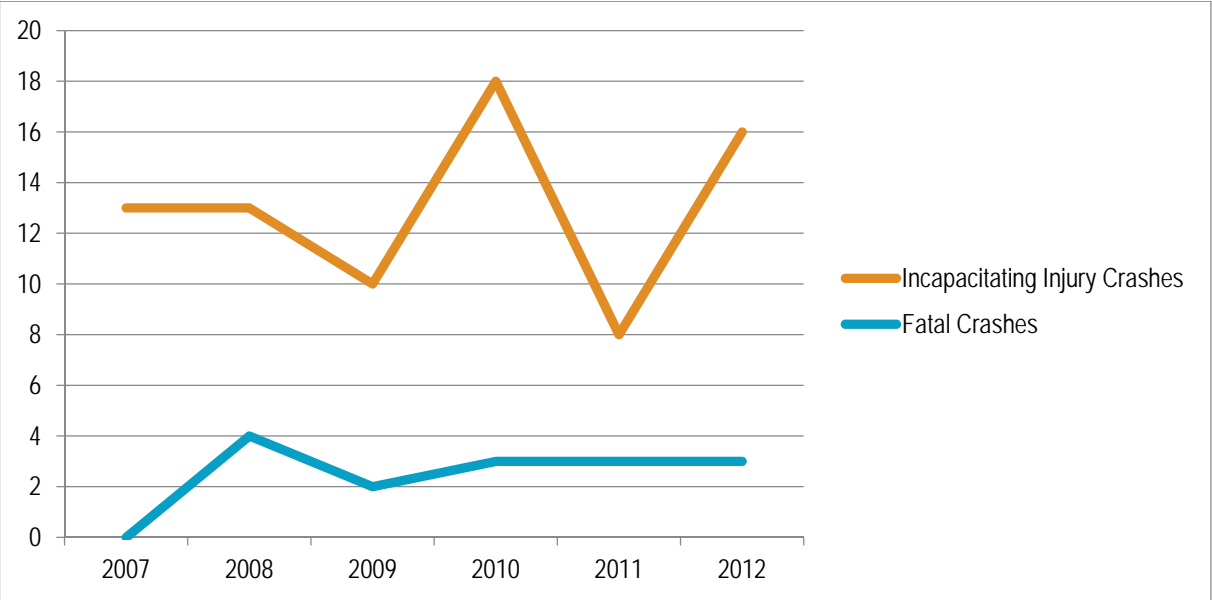
Category	Characteristics	Fatal		Incapacitating Injury		Total	
		# of Crashes	% of Total	# of Crashes	% of Total	# of Crashes	% of Total
	Wildlife/Animal Statewide Totals	12	100.0%	62	100.0%	74	100.0%
Geographic	Urban	1	8.3%	6	9.7%	7	9.5%
	Rural	11	91.7%	58	93.5%	69	93.2%
	Tribal Land	0	0.0%	1	1.6%	1	1.4%
Geometry	Intersection Related	0	0.0%	0	0.0%	0	0.0%
	Road Departure	0	0.0%	0	0.0%	0	0.0%
	Work Zone Related	0	0.0%	1	1.6%	1	1.4%
Person Type	Young Driver	2	16.7%	3	4.8%	5	6.8%
	Older Driver	0	0.0%	1	1.6%	1	1.4%
	Pedestrian Involved	0	0.0%	0	0.0%	0	0.0%
	Bicyclist Involved	0	0.0%	0	0.0%	0	0.0%
Behavior	Alcohol Involved	2	16.7%	1	1.6%	3	4.1%
	Distracted Driving	0	0.0%	3	4.8%	3	4.1%
	Drug Involved	0	0.0%	1	1.6%	1	1.4%
	Impaired Driving	2	16.7%	2	3.2%	4	5.4%
	Unhelmeted Motorcyclist	4	33.3%	23	37.1%	27	36.5%
	No Safety Restraint Used	0	0.0%	1	1.6%	1	1.4%
	Sleepy/Fatigued Driving Related	0	0.0%	0	0.0%	0	0.0%
	Speeding/Aggressive Driving	3	25.0%	3	4.8%	6	8.1%
Vehicle	Motorcycle Involved	2	16.7%	24	38.7%	26	35.1%
	Train Involved	0	0.0%	0	0.0%	0	0.0%
	Heavy Vehicle Involved*	1	8.3%	1	1.6%	2	2.7%
	Multiple Vehicles	0	0.0%	0	0.0%	0	0.0%
Environmental	Inclement Weather	0	0.0%	5	8.1%	5	6.8%
	Wildlife/Animal Related	12	100.0%	62	100.0%	74	100.0%
	Dusk/Dawn	0	0.0%	3	4.8%	3	4.1%
	Dark-No Light	8	66.7%	37	59.7%	45	60.8%

Notes:
* Heavy Vehicle includes buses, recreational vehicles, and all trucks larger than a pickup truck
Some crash reports stated more than one driver behavior contributing factor (for example, one crash may be both an “Aggressive Driving” and an “Inattentive Driving” crash). The numbers of times that driver behavior was recorded as a contributing factor in a crash report are tallied within the individual rows.

Severe Wildlife / Animal Crashes in New Mexico by Year, 2007 to 2012



Annual Trend in Total Severe Wildlife / Animal Crashes, 2007 to 2012



APPENDIX B – SAFETY STRATEGIES

Safety Strategies

The following tables list the New Mexico safety strategies for each safety emphasis area. These strategies were initially drafted after the Safety Launch. The safety strategies were refined and edited during the Focus Group Meetings and the Safety Summit. After the Safety Summit, final edits were made by the SHSP Project Management Team (PMT). Each table lists the following:

- Objectives for improving roadway safety in a particular safety emphasis area.
- Safety strategies developed to meet each objective.
- Whether or not the state of New Mexico is already performing a particular safety strategy.

List of Legislative and Major Policy Safety Strategies

* Strategy from Summit – Legislative

** Strategy from Summit – Policy

Objectives	Legislative Strategies	Already Doing?
Distracted Driving		
Laws and enforcement	Ban all cell phone use while driving, including hands-free, for all drivers.*	
	Allow insurance companies to reduce driver insurance claims if “distracted driving” is identified as a contributing factor to a crash.*	
Pedestrians		
Develop and implement guidelines for pedestrian safety programs and strategies	Adopt model facility safety, planning, and design guidelines, such as Public Rights-of-Way Accessibility Guidelines, at the state and local levels. (Policy)	
Younger Drivers		
Enhance graduated driver licensing	Enact minimum age of 16 for learner’s permit and full driver’s license to age 18 to be more in compliance with MAP-21 Section 405(G) GDL Incentive Grant eligibility.	
	For intermediate licensed drivers, require 50 hours of supervised driving for drivers between the ages of 16 and 18.	
	Enhance nighttime driving restriction from 11:00 pm to 5:00 am. (Suggested NHTSA Interim Final Rule recommends 10:00 pm to 5:00 am.)	
Assist parents in monitoring their teens’ driving	Facilitate parental management of intermediate drivers by requiring parent education as a driver education classroom component. (Policy) Note: This could be modified to encourage parent education.	
Unsignalized Intersections		
Improve access management	Implement in design projects driveway turn restrictions, closures, or relocations consistent with NMDOT Access Management Guidelines (Policy)	

Objectives	Legislative Strategies	Already Doing?
Impaired Driving		
Reduce excessive drinking and underage drinking	Change legislation to require mandatory ID checks for all establishments that sell alcohol for consumption on the premises.*	
	Change legislation to restrict the number of drinks served. Also include program on public awareness.*	
Prosecute, impose sanctions on, and treat DWI offenders	Allow Department of Health (DOH) Scientific Labs Division (SLD) to testify via video conference.	
	Establish reasonable per se limit (any detectable amount) for drugged driving and for drug impairment.	
	Increase education for judges on drug impairment tests and improve awareness and communications with courts to ensure drug screening occurs and protect funding for drug court programs.**	
	Legislation to address drugged driving and approval of sensors for detecting drug impairment*	
Control high-BAC and repeat offenders	Require ignition interlocks as a condition for license reinstatement.*	Yes
Coordinate and implement initiatives included in all impaired driving plans	Increase funding for safe ride programs or voucher program and capacity.**	
Heavy Vehicles		
Reduce fatigue-related crashes through infrastructure or programs that reduce the risk of sleepy/fatigued driving crashes by commercial drivers	Provide increased enforcement presence with additional staffing for extended operational hours at ports of entry.**	
Improve safety and operations to address speed differential	Increase funding for ports of entry to allow for extended operational hours into the evening/night hours.**	



Road Departure Safety Strategies

Objectives	Strategies	Already Doing?
A. Keep vehicles from encroaching on the roadside	<p>A1 – Install proven treatments to keep vehicles from encroaching on the roadside:</p> <ul style="list-style-type: none"> • Rumble strips and stripes. • Apply shoulder treatments, such as eliminate shoulder drop-offs, incorporate safety edge, and widen and/or pave shoulders. • Edge line profile markings and/or enhanced markings. (T/P/E) [L] {S} • Provide enhanced shoulder delineation and/or pavement markings at curves. • Raised pavement markers (RPMs). • Install high-friction surface treatment (HFST). • Provide improved highway geometry for horizontal curves. 	Yes
B. Minimize the likelihood of crashing into an object or overturning if a vehicle travels off the shoulder	B1 – Provide improved slope/ditches to prevent rollovers and remove/relocate fixed objects at high-risk locations. (P) [L/MH] {S/ME}	Yes
	B2 – Remove or relocate fixed objects at high-risk locations.	Yes
C. Reduce the severity of a vehicle crash	C1 – Improve and, if needed, upgrade the design of roadside hardware and application of barrier and impact attenuation systems. (T) [M] {ME}	Yes

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Objectives	Strategies	Already Doing?
D. Reduce the likelihood of head-on crashes	D1 – Install proven treatments to reduce the likelihood and/or severity of head-on crashes on two-lane roadways: <ul style="list-style-type: none"> • Install centerline rumble stripes for two-lane roads at high-risk locations, such as no passing zones. • Raised pavement markers (RPMs). • Provide improved highway geometry for horizontal curves. 	Yes
	D2 – Install proven treatments to reduce the likelihood and/or severity of head-on crashes on multilane roadways: <ul style="list-style-type: none"> • Improve signing and geometry of ramps at interchanges to prevent wrong-way driving. • Provide wider medians and improve their design. • Install median barriers for narrow-width medians. • Re-allocate total roadway width (travel lanes and shoulders) to include a narrow buffer median. 	Yes
	D3 – Provide passing lanes and acceleration/deceleration lanes.	
E. Reduce travel time in response to an incident	E1 – Develop guidelines for providing additional breaks in median cable barrier installations for emergency medical services (EMS) and police access.	
F. Develop and implement wrong-way driving countermeasures for interstates and four-lane divided highways	F1 – Following the procedures of the New Mexico Highway Safety Improvement Program, plan, program, design, implement, and evaluate engineering-related standalone safety improvement projects to reduce fatalities and incapacitating injuries specifically related to wrong-way driving. (T) [L/M/MH] {S/ME}	Yes
Notes: Effectiveness: (P) = proven strategy; (T) = tried strategy; (E) = experimental strategy Relative cost: [L] = low; [M] = moderate; [MH] = moderate to high; [H] = high Time frame for implementation: {S} = short, less than 1 year; {ME} = medium, 1 to 2 years; {L} = long, more than 2 years Blank = no information available		

Distracted Driving Safety Strategies (Behavioral Only)

Objectives	Strategies	Already Doing?
A. Increase public awareness of distracted driving	A1 – Increase awareness of distracted driving issues through an aggressive “Just Drive” public education and awareness campaigns using popular forms of media on the risks and consequences of distracted driving (T) [L] {ME} that support state ban on electronic communications (text/email/web-based) while driving. (T) [] { } Encourage drivers to take driving seriously. Provide more public awareness of poor driving behavior and the responsibility needed behind the wheel. Education on its own is not effective; must be coupled with added enforcement.	
B. Implement programs that target populations at increased risk of distracted driving crashes	B1 – Incorporate information on distracted driving into education programs and materials for young drivers. (T) [L] {S}	
	B2 – Encourage implementation of employer sanction programs prohibiting the use of any electronic communication device while driving during work hours. (T) [L] {S} Emphasize government agency distracted driving safety policies, as well as private employer policies.	
C. Laws and enforcement	C1 – Increase and strengthen the conduct of high-visibility enforcement of cell phone use/text messaging and electronic communication device laws to reduce the number of distracted drivers and careless/distracted driving-related crashes.	Yes
	C2 – Ban all cell phone use while driving, including hands-free, for all drivers.	
	C3 – Strengthen law officer priority on enforcing distracted driving laws including careless and reckless driving.	
	C4 – Review New Mexico cell phone laws. () [] { }	
	C5 – Allow insurance companies to reduce driver insurance claims if “distracted driving” is identified as a contributing factor to a crash.	

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Objectives	Strategies	Already Doing?
D. Technology enhancements	D1 – Encourage use of technology to eliminate use of cell phones, other mobile devices, and texting while driving. () [] { }	
	D2 – Research and identify effective strategies to discourage all forms of distracted driving. () [] { }	
	D3 – Improve data collection with goal of attaining more complete reporting for distracted driving crashes. () [] { } Crash data should capture type of distraction and contributing factors such as road conditions. Review national best practices for data collection to verify appropriate data is being included.	
<p>Notes:</p> <p>Effectiveness: (P) = proven strategy; (T) = tried strategy; (E) = experimental strategy</p> <p>Relative cost: [L] = low; [M] = moderate; [MH] = moderate to high; [H] = high</p> <p>Time frame for implementation: {S} = short, less than 1 year; {ME} = medium, 1 to 2 years; {L} = long, more than 2 years</p> <p>Blank = no information available</p> <p>Highlight indicates a strategy that is policy or legislative.</p>		

Impaired Driving Safety Strategies (Alcohol and Drugs)

Objectives	Strategies	Already Doing?
A. Reduce excessive drinking and underage drinking	A1 – Develop education regarding drinking, including family education and private-host parties. (E) [] { }	Yes
	A2 – Conduct well-publicized compliance checks of alcohol retailers to reduce sales to underage persons. (T) [L] {S}	Yes
	A3 – Change legislation to restrict the number of drinks served, and continue work on public awareness regarding amount of alcohol consumed.	
	A4 – Provide accessible safe-ride alternative transportation services. (T) [] { } Expand funding for safe ride home.	Yes
	A5 – Increase funding towards promoting more positive messaging for programs such as underage drinking/MyInstead.	Yes
	A6 – Employ screening and brief interventions in health care settings. (T) [L] {S}	
	A7 – Increase education for training of managers and servers for all alcohol sales including sales at convenience stores.	
	A8 – Change legislation to require mandatory ID checks for all alcohol establishments (also work to support alternative private safe rides).	
B. Enforce DWI laws	B1 – Conduct aggressive, high-visibility driving while impaired (DWI) enforcement campaigns. (P) [MH] {S}	Yes
	B2 – Conduct an assessment of impaired driving laws including criminal actions and administrative license sanctions. (P) [] { }	
	B3 – Enhance DWI detection through special DWI patrols and related traffic enforcement including increased use of sobriety checkpoints. (P) [L] {S}	Yes
	B4 – Publicize and enforce zero tolerance laws for drivers under age 21. (P) [M] {S}	Yes
	B5 – Strengthen detection and public perceived risk of arrest through highly visible impaired-driving saturation patrols. (P) [] { }	Yes
	B6 – Enhance an electronic DWI system that tracks impaired driver from arrest through adjudication of the charge or through sentence completion. (T) [] { }	

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Objectives	Strategies	Already Doing?
C. Prosecute, impose sanctions on, and treat DWI offenders	C1 – Allow Department of Health (DOH), Scientific Labs Division (SLD) to testify via video conference	
	C2 – Increase education for judges on drug impairment tests, improve awareness and communications with courts to ensure drug screening occurs, and protect funding for Drug Court programs.	
	C3 – Review the effectiveness of establishing stronger penalties for blood alcohol content (BAC) test refusal than for test failure. (T) [] { }	
	C4 – Establish reasonable per se limit (any detectable amount) for drugged driving and drug impairment.	
	C5 – Explore enhanced screening for all convicted DWI offenders for alcohol problems and require treatment when appropriate. (P) [MH] {L}	
	C6 – Improve the effectiveness of alcohol-impaired driving sanctions consistent with national standards and guidance. (P) [] { }	
D. Control high-BAC and repeat offenders	D1 – Explore the strengthening of repeat DWI offender monitoring programs and associated recidivism. (T) [] { }	
	D2 – Monitor all convicted repeat DWI offenders closely. (P) [MH] {L}	
	D3 – Require ignition interlocks as a condition for license reinstatement. (P) [M] {ME}	Yes
	D4 – Investigate tech options to enhance monitoring for aggravated offenders.	
	D5 – Establish performance measures for DWI and drug impairment. Increase funding for treatment.	
E. Reduce drug-related incidents	E1 – Provide education regarding prescription and over-the-counter medication and how they may affect ability to drive (such as reaction time). (E) [] {L}	Yes
	E2 – Sustain/increase enforcement of drugged driving. (T) [] { }	

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Objectives	Strategies	Already Doing?
F. Coordinate and implement initiatives included in all impaired driving plans	F1 – Implement impaired-driving projects outlined in Highway Safety Plans. (T) [] { }	
	F2 – Implement (as resources allow) the Tribal Task Force Plan. (T) [] { }	
	F3 – Increase funding for safe ride programs or voucher program and capacity.	
<p>Notes:</p> <p>Effectiveness: (P) = proven strategy; (T) = tried strategy; (E) = experimental strategy</p> <p>Relative cost: [L] = low; [M] = moderate; [MH] = moderate to high; [H] = high</p> <p>Time frame for implementation: {S} = short, less than 1 year; {ME} = medium, 1 to 2 years; {L} = long, more than 2 years</p> <p>Blank = no information available</p> <p>Highlight indicates policy or legislative strategy</p>		

Speeding/Aggressive Driving Safety Strategies (Behavioral Only)

Objectives	Strategies	Already Doing?
A. Heighten driver awareness of consequences of speeding and aggressive driving	A1 – Increase public awareness of potential risks and penalties of being stopped by law enforcement for driving at high speeds and aggressive driving in rural communities and on rural roads. Achieve this using highly visible enforcement including public communication campaigns. (T) [M] {S}	Yes
	A2 – Implement neighborhood speed watch/traffic management programs (low speed only). (T) [L] {S}	
B. Improve efficiency and effectiveness of speed and aggressive driving enforcement efforts	B1 – Increase funding to conduct highly visible, publicized, and saturated enforcement campaigns at locations with higher incidence of aggressive driving/speed-related crashes. (P) [M] {S}	
	B2 – Provide funding to conduct enforcement and associated public information campaigns in rural areas and initiate efforts to collect local crash data to assess performance.	Yes
	B3 – Continue the 100 Days and Nights of Summer enforcement program (T) [] { }	Yes
	B4 – Update NMDOT District Traffic Safety Corridor programs for speeding and aggressive driving. (T) [] { }	
	B5 – Institute a statewide speed and aggressive driving management strategic initiative. (T) [M] {S}	
C. Communicate appropriate speeds through use of traffic control devices	C1 – Implement active speed warning signs, including dynamic message boards at rural-to-urban transitions. (T) [M] {S}	
	C2 – Explore new research and methods used by other DOTs to establish speed limits for both rural and urban contexts. Consider guidance from FHWA Office of Safety page: http://safety.fhwa.dot.gov/uslimits/ . (E) [L] {ME}	
<p>Notes:</p> <p>Effectiveness: (P) = proven strategy; (T) = tried strategy; (E) = experimental strategy</p> <p>Relative cost: [L] = low; [M] = moderate; [MH] = moderate to high; [H] = high</p> <p>Time frame for implementation: {S} = short, less than 1 year; {ME} = medium, 1 to 2 years; {L} = long, more than 2 years</p> <p>Blank = no information available</p>		

Use of Safety Restraints Safety Strategies

Objectives	Strategies	Already Doing?
A. Maximize use of occupant restraints by all vehicle occupants	A1 – Conduct highly visible, publicized, and saturated enforcement campaigns to strengthen detection and public perceived risk to maximize seat belt and child restraint use. (P) [MH] {ME}	Yes
	A2 – Provide enhanced enforcement and focused communication outreach to population groups with lower safety restraint use rates (for example, rural and teen drivers who are age 16½ or older and driving independently) and incorporate passengers under the age of 13. (P) [MH] {S}	
	A3 – Strengthen nighttime seat belt enforcement. (P) [MH] {ME}	
	A4 – Incorporate information on unbelted-occupant crashes into education programs for young drivers. () [] { }	Yes
	A5 – Conduct nighttime seat belt use observation survey. () [] { }	
	A6 – Research and identify effective policies to increase safety restraint usage that can be implemented by state, local, and tribal governments and private sector employers.	
	A7 – Improve safety restraint-usage data collection, integration, analysis, and sharing between agencies at all levels. () [] { }	
B. Ensure that safety restraints, especially child and infant restraints, are properly used	B1 – Sustain comprehensive child passenger safety program to include: <ul style="list-style-type: none"> • Technician certification and community locations to provide instruction in proper child restraint use, including public safety agency employees and health care providers. (T) [L] {S} • High-profile “child restraint inspection” events at multiple community locations. (P) [L] {S} • Train law enforcement personnel to check for proper child restraint use in all motorist encounters. (T) [M] {S} • Expanded the availability of child safety seats. (T) [] { } • Strengthen media outreach and education about the proper use of seat belts and child restraint devices to identified target audiences. • Strengthen media outreach to raise public awareness of child passenger safety program and available resources and technical assistance. 	
	B2 – Conduct child safety restraint use observation survey.	

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Objectives	Strategies	Already Doing?
C. Provide access to appropriate information, materials, and guidelines for program implementation	C1 – Sustain state-level clearinghouses for materials that offer guidance in implementing programs to increase safety restraint use including Tribal Council outreach on safety restraint use; clearinghouse collateral outreach materials; and rural community events and programs potentially through the NMDOT Traffic Safety Division. Implement safety strategies that specifically emphasize rural areas with high crash rates. (E) [M] {ME}	Yes
<p>Notes:</p> <p>Effectiveness: (P) = proven strategy; (T) = tried strategy; (E) = experimental strategy</p> <p>Relative cost: [L] = low; [M] = moderate; [MH] = moderate to high; [H] = high</p> <p>Time frame for implementation: {S} = short, less than 1 year; {ME} = medium, 1 to 2 years; {L} = long, more than 2 years</p> <p>Blank = no information available</p>		

Motorcycle Safety Strategies

Objectives	Strategies	Already Doing?
A. Incorporate motorcycle-friendly roadway design, traffic control, construction, and maintenance policies and practice	A1 – Identify pavement markings, surface materials, and other treatments that reduce traction for motorcycles and treat or replace with high-traction material. (T) [MH] {L}	
	A2 – Maintain the roadway (including work zones) to minimize surface irregularities, discontinuities, and debris. (T) [L] {S}	Yes
	A3 – Develop and implement safety countermeasures to improve safety for motorcycle riders. (P/T) [L/M/MH] {S/ME}	
B. Reduce the number of motorcycle crashes due to rider impairment and other high-risk behaviors	B1 – Fund motorcycle safety programs to increase motorcycle rider awareness of impaired motorcycle operation risks and the potential for arrest and severe crash. (T) [L] {S} B2 – Increase awareness of the benefit of protective clothing and helmet use, especially at motorcycle rallies. (T) [L] {S}	
C. Reduce the number of motorcycle crashes due to unlicensed or untrained motorcycle riders	C2 – Support licensing and rider training programs that adequately teach and measure skills and behaviors required for crash avoidance. (T) [L] {ME}	Yes
D. Reduce the severity of motorcycle crashes	D1 – Implement incentive program for helmet use.	

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Objectives	Strategies	Already Doing?
E. Increase motorcycle rider safety awareness	E1 – Develop and implement a highly visible multimedia campaign aimed at increasing other drivers' awareness of motorcycles in conjunction with a short-term enforcement program including enforcement and outreach of safe and secured loads. (T) [M] {ME}	Yes
	E2 – Improve definition and awareness of motorcycle classifications, including for scooters and mopeds.	
	E3 – Improve and tailor outreach messaging to target distinct rider groups (for example, young riders, older riders).	
Notes: Effectiveness: (P) = proven strategy; (T) = tried strategy; (E) = experimental strategy Relative cost: [L] = low; [M] = moderate; [MH] = moderate to high; [H] = high Time frame for implementation: {S} = short, less than 1 year; {ME} = medium, 1 to 2 years; {L} = long, more than 2 years Blank = no information available		

Pedestrian Safety Strategies

Objectives	Strategies	Doing Already?
A. Develop and implement guidelines for pedestrian safety programs and strategies	A1 – Explicitly include the safety of all road users in the design of transportation projects, including maintenance projects and plans. Use national best practices and bicycle, pedestrian, and equestrian (BPE) recommendations as a guide.	
	A2 – Develop guidelines and policies that include safe interaction and connectivity of transit, pedestrian, and bicycle modes in planning, design, and construction of transportation facilities.	
	A3 – Consider the safety needs of young and older pedestrians in the planning and design of facilities.	
	A4 – Support and fund the development of local/tribal pedestrian master plans that emphasize safety and other key considerations.	
	A5 – Maintain a robust Road Safety Assessment (RSA) program for state/local/tribal entities.	Yes
B. Improve data collection and management	B1 – Continue improving the collection and analysis of pedestrian crash data (whether or not a motor vehicle was involved). Facilitate development of an integrated database that includes all data collected at the state, MPO, RTPO, and tribal levels.	
	B2 – Identify hotspots, as well as potential safety issues, and evaluate countermeasures.	Yes
C. Develop and utilize proven infrastructure strategies to improve pedestrian safety	C1 – Designate Pedestrian Safety as a systemic program in the New Mexico 2016 HSIP. Based on data-driven analysis, allocate an appropriate level of funding with projects to address pedestrian safety in a quantitative manner.	
	C2 – Implement street lighting and other measures to improve conspicuity and visibility of pedestrians. (T) [L] {S}	
	C3 – Provide Americans with Disabilities Act (ADA)-compliant sidewalks/ walkways/trails, crosswalks, and curb ramps at locations with identified needs. (P) [MH] {L}	Yes
	C4 – Install or upgrade traffic/pedestrian signals, refuge islands, and raised medians based on the identified need. (P/T/E) [MH] {ME}	Yes
	C5 – Install overpasses/underpasses where appropriate. (P) [H] {L}	Yes

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Objectives	Strategies	Doing Already?
D. Reduce vehicle speed	D1 – Install traffic calming for road sections and intersections, such as road diets. (P/T) [M] {ME}	
	D2 – Review transportation plans for new school sites. Analyze and provide improved safety for on-site pedestrian circulation plans and Safe Routes to School. (T) [L] {S}	Yes
	D3 – Encourage state and local siting policies and decisions that facilitate safe walking and bicycling to school.	
E. Fund education and enforcement activities that focus on improving pedestrian and motorist safety awareness and behavior	E1 – Encourage and fund pedestrian safety education and/or enforcement programs.	Yes
	E2 – Continue highly visible multimedia campaign aimed at increasing drivers' and pedestrians' awareness of each other. (T) [M] {S}	Yes
	E3 – Research options for addressing alcohol-impaired pedestrian activity and/or support successful programs and efforts by other partners.	
	E4 – Encourage pedestrian-related safety questions be included in driver education material and licensing tests.	
	E5 – Support coordinated, statewide law enforcement operations that reduce pedestrian conflicts and crashes. (T) [M] {S}	
	E6 – Develop and fund pedestrian skills and safety education for all ages. (T) [L] {S}	
	E7 – Develop coordinated, statewide law enforcement operations to help modify driver and pedestrian behavior to reduce conflicts and crashes.	
<p>Notes:</p> <p>Effectiveness: (P) = proven strategy; (T) = tried strategy; (E) = experimental strategy</p> <p>Relative cost: [L] = low; [M] = moderate; [MH] = moderate to high; [H] = high</p> <p>Time frame for implementation: {S} = short, less than 1 year; {ME} = medium, 1 to 2 years; {L} = long, more than 2 years</p> <p>Blank = no information available</p> <p>Highlight indicates a strategy that is policy or legislative</p>		

Tribal Lands Safety Strategies

Objectives	Strategies	Already Doing?
A. Tribal identification of safety issues	A1 – Create New Mexico Tribal Task Force on Transportation Safety and invite all tribes to participate.	
	A2 – Conduct annual Tribal Safety Summit with the objective for tribal stakeholders/entities to collaboratively identify and understand safety issues based on tribal context and needs.	
	A3– Provide opportunities for tribal identification of safety issues and for education of the NMDOT on those issues.	
B. Improve data collection and management	B1 – Facilitate procedures, systems, and policies to support the collection, sharing, and utilization of crash, citation, and EMS data among state, local, and tribal governments.	
	B2 – Incorporate tribal data into statewide databases.	
C. Miscellaneous tribal safety strategies	C1 – Identify and develop sample agreements to support cross-commissioning of public safety among state, local, and other governments. Encourage better coordination between tribal entities and adjacent non-tribal communities, EMS, etc.	
	C2 – Conduct study to identify safety best practices used by other states to enhance safety on tribal lands.	
	C3 – Study approaches, techniques, and potential programs to improve EMS response and capability for crashes on tribal lands.	
	C4 – Provide funding to tribal governments for the creation and implementation of public awareness campaigns related to impaired driving. (Tribes may also participate under Strategy B1 of the Speeding/Aggressive Driving Safety Strategies, which is for all jurisdictions statewide.)	

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Objectives	Strategies	Already Doing?
D. Improve communication related to safety, construction, and maintenance projects developed by non-tribal agencies on tribal lands or that impact transportation access to tribal lands	D1 – The NMDOT to work more closely with tribal governments to educate and prove outreach related to safety opportunities.	
	D2 – Improve stakeholder communication and outreach process with tribal entities in the project development phase for project on or near tribal lands	
	D3 – Improve advance communication of impacts to tribal community for upcoming transportation projects on or near tribal lands.	
	D4 – Develop and provide communication mechanisms and tools for advising tribal communities on site once transportation projects are underway.	
E. Improve coordination, technical support, and planning	E1 – Provide technical support and opportunities for tribal governments to pursue, and evaluate safety initiatives.	
	E2 – Assist pueblos and reservations with the development of their own Transportation Safety Plans to strengthen traffic safety coordination on the tribal lands and improve ability to access grant funds.	
	E3 – Coordinate engineering efforts across state, local, federal, and tribal governments.	
F. Non-motorized tribal transportation modes	F1 – Assist tribes with the development of multimodal safety plans for pedestrians, bicycles, and/or transit/bus that are consistent with MAP-21 (or more recent legislation) protocols and guidance.	
	F2 – Provide assistance to tribes for studying the safety impacts and benefits of non-motorized transportation strategies on tribal lands (for example, the provision of pedestrian and bicycle facilities).	
<p>Notes:</p> <p>Effectiveness: (P) = proven strategy; (T) = tried strategy; (E) = experimental strategy</p> <p>Relative cost: [L] = low; [M] = moderate; [MH] = moderate to high; [H] = high</p> <p>Time frame for implementation: {S} = short, less than 1 year; {ME} = medium, 1 to 2 years; {L} = long, more than 2 years</p> <p>Blank = no information available</p>		

Young Driver Safety Strategies

Objectives	Strategies	Already Doing?
A. Enhance graduated driver licensing	A1 – Enact minimum age of 16 for learner's permit (T) [ME] {L} and full driver's license to age 18 to be more in compliance with MAP-21 Section 405(G) Graduated Driver Licensing (GDL) Incentive Grant eligibility.	
	A2 – Enhance nighttime driving restriction from 11:00 pm to 5:00 am. (Suggested NHTSA Interim Final Rule recommends 10:00 pm to 5:00 am.) (T) [ME] {L}	
	A3 – For intermediate licensed drivers, require 50 hours of supervised driving for drivers between the ages of 16 and 18. (P) [L] {ME}	
B. Publicize, enforce, and adjudicate laws pertaining to young drivers	B1 – Publicize and enforce driver and passenger safety belt laws including communication on roll-over and g-force impacts. (P) [M] {S}	
	B2 – Publicize and enforce laws pertaining to underage drinking and driving. (P) [MH] {S}	Yes
	B3 – Publicize and enforce helmet law for young motorcycle riders under age 18. (T) [MH] {S}	Yes
	B4 – Publicize and enforce GDL restrictions. (E) [M] {S}	Yes
C. Assist parents in monitoring their teens' driving	C1 – Facilitate parental management of intermediate drivers by requiring parent education as a driver education classroom component (E) [M] {L}	
	C2 – Emphasize and promote technology solutions and provide training to promote safe driving behaviors, reduce driver distraction, and promote parental engagement. (T) [MH] {L}	Yes
D. Improve young driver training	D1 – Improve content and delivery of driver education/training, including vehicle recovery skills, pedestrian/bicycle interaction, and following national driver education standards. (E) [MH] {L}	
	D2 – Increase young driver awareness of pedestrians by including interactive studies in driver education and improve resource distribution.	
	D3 – Emphasize young driver awareness of distracted driving in driver education, including laws, impact, and issues affecting teens and other road users.	

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Objectives	Strategies	Already Doing?
E. Employ school-based strategies	E2 – Review transportation plans for new/expanded high school sites (E) [L] {S}	
	E1 – Eliminate early high school start times (that is, before 8:30 am). (T) [L] {ME}	
F. Travel demand management	F1 – Provide and promote alternate transportation (for example, public transportation) for drivers.	
<p>Notes:</p> <p>Effectiveness: (P) = proven strategy; (T) = tried strategy; (E) = experimental strategy</p> <p>Relative cost: [L] = low; [M] = moderate; [MH] = moderate to high; [H] = high</p> <p>Time frame for implementation: {S} = short, less than 1 year; {ME} = medium, 1 to 2 years; {L} = long, more than 2 years</p> <p>Blank = no information available</p> <p>Highlight indicates policy or legislative</p>		

Signalized Intersection Safety Strategies

Objectives	Strategies	Already Doing?
A. Reduce frequency and severity of intersection conflicts through traffic control and operational improvements	<p>A1 – Implement signal timing modifications or roadway lighting to serve all modes/users:</p> <ul style="list-style-type: none"> • Improve pedestrian and bicycle operations. (P/T) [L] {S} • Optimize clearance intervals and signal timing and coordination. (P) [L] {S} • Allow emergency pre-emption of traffic signals. (P) [M] {ME} • Implement protected-only signal phasing for left turns at high-speed signalized intersections. (T) [MH] {ME} • Implement flashing yellow arrow signal indications for left-turning vehicles. • Provide adequate change and clearance intervals at signalized intersections including dilemma zone mitigation. (P) [L] {S} • Install roadway lighting at high-speed intersections where there is a history of crashes at night. (T) [M] {S} • Prohibit right turns on red at locations as determined by engineering study. 	Yes
B. Reduce frequency and severity of intersection conflicts through geometric improvements	<p>B1 – Implement geometric improvements related to vehicle operations:</p> <ul style="list-style-type: none"> • Provide/improve left-turn channelization. (P) [M] {ME} • Provide/improve right-turn channelization. (P) [M] {ME} • Revise geometry of complex or provide special intersection designs. (P/T) [H] {L} • Realign intersection approaches to reduce or eliminate the intersection skew angle. (P) [M] {ME} 	Yes
C. Improve sight distance at signalized intersections	C1 – Clear sight triangles or redesign intersection approaches. (T) [L] {S}	Yes
D. Improve driver awareness and compliance at intersections with signal control	D1 – Improve visibility of intersection and traffic control devices (signs and signals). (T) [L] {S}	Yes
	D2 – Provide public information, education, and targeted enforcement of traffic laws. (T) [L] {ME}	Yes

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Objectives	Strategies	Already Doing?
E. Improve access management near signalized intersections	E1 – Restrict access to properties adjacent to signalized intersections by using driveway closures or turn restrictions that are consistent with NMDOT Access Management Guidelines. (T) [L] {ME}	Yes
	E2 – Restrict cross-median access near intersections. (T) [L] {ME}	Yes
F. Improve safety through other infrastructure treatments	F1 – Install or implement proven infrastructure treatments to improve safety at signalized intersections: <ul style="list-style-type: none"> • Install high friction surface treatment (HFST) at intersections and on approaches. (T) [M] {ME} • Coordinate closely spaced traffic signals near at-grade railroad crossings. (T) [M] {L} • Restrict or eliminate parking on intersection approaches where conflicts can occur. (P) [L] {ME} • Improve drainage and eliminate V-ditches at intersections and on approaches. (T) [M] {ME} • Relocate traffic signal hardware out of the clear zone where practicable. (T) [M] {S} • Consistent with the MUTCD and FHWA best practices, consider installing innovative treatments such as the pedestrian hybrid beacon (also known as the High intensity Activated crossWalk, or HAWK beacon) and the yellow rectangular rapid-flashing beacon (RRFB). 	Yes
Notes: Effectiveness: (P) = proven strategy; (T) = tried strategy; (E) = experimental strategy Relative cost: [L] = low; [M] = moderate; [MH] = moderate to high; [H] = high Time frame for implementation: {S} = short, less than 1 year; {ME} = medium, 1 to 2 years; {L} = long, more than 2 years Blank = no information available		

Unsignalized Intersections

Objectives	Strategies	Doing Already?
A. Improve access management	A1 – Implement driveway turn restrictions, closures, or relocations that are consistent with NMDOT Access Management Guidelines. (T) [M] {ME}	Yes
B. Reduce the frequency and severity of intersection conflicts through geometric design improvements	<p>B1 – Improve geometric design treatments to reduce the frequency and severity of intersection conflicts:</p> <ul style="list-style-type: none"> • Provide right-turn deceleration and acceleration lanes at intersections. (P) [M] {ME} • Realign intersection approaches to reduce or eliminate intersection skew. (P) [H] {ME} • Restrict or eliminate turning maneuvers by providing channelization, closing median openings, and signage. (T) [L] {S} • Improve pedestrian and bicycle facilities to reduce conflicts between motorists and non-motorists. (varies) [M] {ME} • Provide longer, offset, left-turn lanes at intersections. (T) [M] {ME} • Provide bypass lanes on shoulders at T-intersections. (T) [L] {S} • Provide left-turn deceleration and acceleration lanes at divided highway intersections. (T) [M] {ME} • Provide longer or offset right-turn lanes at intersections. (T) [M] {ME} • Provide full-width paved shoulders in rural intersections areas. (T) [M] {ME} • Relocate or close high-risk intersections. (T) [H] {L} • Use indirect left-turn treatments to minimize conflicts at divided highway intersections. (T) [M] {ME} • Use of roundabouts. 	Yes
C. Improve sight distance at unsignalized intersections	C1 – Clear sight triangles on stop or yield controlled approaches. (T) [L] {S}	Yes
	C2 – Clear sight triangles in medians of divided highways near intersections. (T) [L] {S}	Yes
	C3 – Add bulb outs where parking exists to improve sight distance. (T) [L] {S}	Yes
	C4 – Eliminate parking that restricts sight distance. (T) [L] {S}	Yes
	C5 – Change horizontal and/or vertical alignment of approaches. (T) [H] {L}	Yes

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Objectives	Strategies	Doing Already?
D. Improve availability of gaps in traffic and assist drivers in judging gap sizes at unsignalized intersections	D1 – Retime adjacent signals to create gaps at stop-controlled intersections. (T) [L] {S}	Yes
	D2– Provide roadside markers or pavement markings to assist drivers in judging the suitability of available gaps for making turning and crossing maneuvers. (E) [L] {ME}	
	D3 – Provide an automated real-time system to inform drivers of the suitability of available gaps for making turning and crossing maneuvers. (E) [LM] {ME}	
E. Improve driver awareness of intersections as viewed from the intersection approach	E1 – Improve visibility of the intersection by providing roadway lighting. (P) [MH] {ME}	Yes
	E2 – Improve visibility of intersections by providing enhanced signing and delineation. (T) [L] {S}	Yes
	E3 – Provide pavement markings with supplementary messages, such as STOP AHEAD. (T) [L] {S}	Yes
	E4 – Install larger regulatory and warning signs, supplementary STOP signs, and other enhancements at intersections. (T) [L] {S}	Yes
	E5 – Install flashing beacons or LED-enhanced STOP signs.	Yes
	E6 – Provide a stop bar (or provide a wider stop bar) on minor road approaches. (T) [L] {S}	Yes
	E7 – Install splitter islands on the minor-road approach to an intersection. (T) [M] {ME}	Yes
	E8 – Provide dashed markings (extended left-edge lines) for major road continuity across the median opening at divided highway intersections. (T) [L] {S}	Yes
F. Choose appropriate intersection traffic control to minimize crash frequency and severity	F-2 Provide roundabouts at appropriate locations (T) [H] {L}	Yes
	F1 – Avoid signaling at intersections with through roads where a less restrictive form of traffic control is adequate. (T) [H] {L}	Yes

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Objectives	Strategies	Doing Already?
G. Improve driver compliance with traffic control devices and traffic laws at intersections	G1 – Provide targeted enforcement to reduce STOP sign violations and speeding. (T) [M] {S}	Yes
	G2 – Provide targeted public information and education on safety problems at specific intersections. (T) [L] {S}	Yes
H. Reduce operating speeds on specific intersection approaches	H1 – Provide traffic calming on intersection approaches through a combination of geometrics and traffic control devices. (P) [M] {ME}	Yes
	H2 – Post appropriate speed limit on intersection approaches. (T) [L] {S}	Yes
I. Guide motorists more effectively through complex intersections	I1 – Provide lane assignment signage or pavement markings at complex intersections. (T) [L] {S}	Yes
J. Roadway design and traffic control elements support appropriate and safe speeds	J1 – Reduce speeds and/or volumes on both neighborhood and downtown streets with the use of traffic calming and other related countermeasures (low speed only). (T) [MH] {ME}	Yes
<p>Notes:</p> <p>Effectiveness: (P) = proven strategy; (T) = tried strategy; (E) = experimental strategy</p> <p>Relative cost: [L] = low; [M] = moderate; [MH] = moderate to high; [H] = high</p> <p>Timeframe for implementation: {S} = short, less than 1 year; {ME} = medium, 1 to 2 years; {L} = long, more than 2 years</p> <p>Blank = no information available</p> <p>Highlight indicates a strategy that is policy or legislative</p>		

Older Driver Safety Strategies

Objectives	Strategies	Already Doing?
A. Plan for an aging population	A1 – Conduct comprehensive review of older road users and older driver license renewal policies against best practices and older driver safety research. (Currently, New Mexico has annual license renewal for drivers age 75 and older.) Explore use/expanded use of restricted or limited driver license (such as geographic boundaries, no nighttime driving, no freeway driving). Also need to consider older walkers.	
	A2 – Strengthen role of peer networks (such as AARP, churches, senior centers, and neighborhood associations) to educate and provide guidance and support to older drivers. (T) [L] {ME}	
	A3 – Resurrect and expand older driver coalition (New Mexico AARP) to address older adult transportation needs. Revise transportation plans for senior citizens and examine available transportation options.	
B. Identify older drivers with an increased risk of crashing and increase awareness	B1 – Update screening protocol and training for the Department of Motor Vehicles (DMV) personnel to identify older drivers demonstrating a decline in physical or cognitive functioning. (P) [] { }	
	B2 – Develop informational resources and conduct outreach for family, friends, physicians, and law enforcement to report at-risk older drivers to the DMV for safety assessment. Publicize referral process for DMV safety assessment. (T) [L] {ME}	Yes
	B3 – Update procedures for assessing medical fitness to drive. Develop new state agency initiative/curriculum for older drivers including in-vehicle “fit test.” (P) [M] {ME}	
C. Improve the driving competency of older adults in the general driving population	C1 – Provide skills training for older drivers to use modern roundabouts, diverging diamond interchanges (DDIs), and single-point urban interchanges (SPUIs).	Yes
	C2 – Establish statewide, one-stop resource to guide the public on addressing driving skill assessments, educational courses, licensing, and safe mobility choices (T) [M] {ME}	
	C3 – Strengthen educational and training opportunities available to the general older driver population to assess their driving capabilities and limitations, improve skills and voluntarily limit their driving to safe driving conditions, and include alternate transportation options. (T) [M] {ME}	Yes

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Objectives	Strategies	Already Doing?
D. Reduce the risk of injury and death to older drivers and passengers involved in crashes	D1 – Provide officer training for prompt driver licensing evaluation of older drivers and to streamline the officer reporting process.	
	D2 – Provide officer training for addressing at-risk older drivers who are demonstrating skill or physical impairment that impedes their ability to drive safely.	Yes
	D3 – Use high visibility enforcement and public outreach to increase seat belt use by older drivers and passengers. (P) [L] {S}	Yes
E. Improve the roadway and driving environment to better accommodate older drivers' special needs	<p>E1 – Target engineering safety improvements, using AASHTO design guidance, national best practices, and NMDOT design directives for roadways near senior communities and high-crash locations with an overrepresentation of older drivers:</p> <ul style="list-style-type: none"> • Increase size and letter height of roadway signs. (T) [L] {S} • Provide advance warning signs, guide signs, and street name signs. (T) [L] {S} • Provide off-set left-turn lanes at intersections, channelize when possible. (P) [MH] {M} • Improve lighting at intersections, horizontal curves, and railroad grade crossings. (T) [MH] {ME} • Improve roadway delineation. (T) [L] {S} • Reduce intersection skew angle. (T) [MH] {M} 	
F. Improve awareness of aging driving population	F1 – Educate policy makers on age limit for license renewal requirements.	
G. Monitor older drivers' capabilities	G1 – Promote the use of in-vehicle monitoring and feedback technology and provide driving data to family members who are monitoring the driving of older drivers.	
<p>Notes:</p> <p>Effectiveness: (P) = proven strategy; (T) = tried strategy; (E) = experimental strategy</p> <p>Relative cost: [L] = low; [M] = moderate; [MH] = moderate to high; [H] = high</p> <p>Time frame for implementation: {S} = short, less than 1 year; {ME} = medium, 1 to 2 years; {L} = long, more than 2 years</p> <p>Blank = no information available</p>		

Bicycle Safety Strategies

Objectives	Strategies	Already Doing?
A. Develop and implement design guidelines for bicycle facilities, and bicycle safety programs and strategies	A1 – Develop and adopt safety planning, design, and construction guidelines and policies for transportation projects (including maintenance projects and best practices) that include safe interaction of all users and connectivity of transit, pedestrian, and bicycle modes in facility planning and design. Use the national best practices and bicycle, pedestrian, and equestrian (BPE) recommendations as a guide.	
	A2 – Resurfacing and maintenance projects should explicitly consider bicycle usage and safety on shoulders, and review associated guidelines regarding the need for and ideal placement of rumble strips for safety of all users.	
	A3 – Maintain a robust Road Safety Assessment (RSA) program for state/local/tribal entities.	
	A4 – Support and fund the development of local/tribal bicycle master plans that consider and emphasize safety.	
B. Improve data collection, management, analysis, and reporting	B1 – Continue improving the collection and analysis of bicycle crash data (whether or not a motor vehicle or bicycle was involved). Facilitate the development of an integrated database that includes all data collected at the state, MPO, RTPO, and tribal levels.	
	B2 – Identify hotspots, as well as potential safety issues, and evaluate safety countermeasures.	
C. Develop and utilize proven strategies to improve bicycle safety	C1 – Provide safe, multi-modal transportation options for rural communities. (P/T) [M/MH] {ME/L}	
	C2 – For intersections, consider improvements to visibility, signing/pavement markings, geometry, and signal timing/detection.	
	C3 – Fund, develop, and implement proven safety countermeasures to improve safety for bicyclists. (P/T) [L/M] {S/ME}	
	C4 – If warranted, consider overpass or underpass facilities for use by bicyclists.	Yes
D. Reduce motor vehicle speeds	D1 – Adopt and implement traffic calming techniques, including road diets. (P) [M] {ME}	Yes

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Objectives	Strategies	Already Doing?
E. Fund education and enforcement activities that focus on improving bicyclist and motorist safety awareness and behavior	E1 – Develop and fund bicyclist skills and safety education for all ages. (T) [L] {S}	
	E2 – Develop coordinated, statewide law enforcement operations to help modify driver and bicyclist behavior to reduce conflicts and crashes	
	E3 – Encourage that bicycle-related safety questions are included in driver education materials and licensing tests.	
<p>Notes:</p> <p>Effectiveness: (P) = proven strategy; (T) = tried strategy; (E) = experimental strategy</p> <p>Relative cost: [L] = low; [M] = moderate; [MH] = moderate to high; [H] = high</p> <p>Time frame for implementation: {S} = short, less than 1 year; {ME} = medium, 1 to 2 years; {L} = long, more than 2 years</p> <p>Blank = no information available</p>		

Heavy Vehicle Safety Strategies

Objectives	Strategies	Already Doing?
A. Reduce fatigue-related crashes	A1 – Encourage trucking companies and other fleet operators to implement fatigue management programs. (P) [M] {S}	
	A2 -- Promote the addition of parking spaces at private rest areas.	
	A3 – Create additional parking spaces at public rest areas; (T) [M] {ME}	
	A4 – Create capacity to coordinate advanced reserved parking for enhanced trip planning.	
	A5 – Incorporate rumble strips or stripes into new and existing roadways with consideration to accommodate use of shoulder by bicycles. (P) [M] {ME}	Yes
	A6 – Provide additional staffing for extended operational hours at ports of entry into the evening/night hours.	
	A7 – Encourage increased/expanded enforcement of commercial motor vehicle hours-of-service regulations. (P) [M] {ME}	
	A8 – Increase the efficient use of existing parking spaces; increase signage to inform truckers of rest areas. (E) [L] {S}	
	A9 – Increase security at rest areas.	
	A10 – Conduct high-visibility enforcement of existing careless/sleepy and fatigued driving laws.	
	A11 – Targeted sleep/fatigued driving education in the northeast and southeast regions of New Mexico.	
B. Strengthen Commercial Driver's License (CDL) program	B1 – Improve test administration for the CDL. (T) [L] {ME}	
	B2 – Increase fraud detection by state and third-party testers (T/E) [L] {S}	

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Objectives	Strategies	Already Doing?
C. Increase knowledge on sharing the road and heavy vehicle safety issues	C1 – Promulgate Share the Road information through print and electronic media. (T) [L] {M}	
	C2 – Incorporate Share the Road information into driver materials. (T) [L] {S}	
	C3 – Provide targeted outreach and education related to high-crash locations for heavy vehicles (for example, northeast and southeast regions of New Mexico).	
	C4 – Institute a high school education program with “behind the wheel” training for young people to understand what truck drivers can see from their seats	
D. Improve maintenance and inspection of heavy trucks	D1 – Provide weigh-in-motion and other automatic sensors (for example, heat of brakes, tires) to detect noncompliant and potentially unsafe heavy vehicles at appropriate sites statewide. (E) [] { }	
	D2 – Increase and strengthen truck maintenance programs and inspection performance. (T) [MH] {ME}	
	D3 – For the safety of truckers and inspection personnel, initiate separate projects or include in planned roadway projects to provide inspection pull-outs at suitable locations with space for multiple trucks. (E) [] { }	Yes
	D4 – Conduct post-crash inspections to identify major issues and conditions. (E) [MH] {ME}	
E. Identify and improve roadway infrastructure and operational characteristics	E1 – Develop inclement-weather strategies for coordinated public agency responses.	
	E2 – Assist companies in identifying safety incentives.	
	E3 – Install interactive semi-truck/heavy vehicle rollover signage. (P) [M] {ME}	
	E4 – Identify and install appropriate signage on roadway segments with high incidences of semi-truck/heavy vehicle crashes. (E) [L] {M}	
	E5 – Identify roadway segments and conduct an engineering study to assess the need to modify speed limits and increase enforcement to reduce speeding by drivers of semi-trucks and other heavy vehicles. (T) [M] {S}	
F. Improve and enhance truck safety data	F1 – Increase the timeliness, accuracy, and completeness of truck/heavy vehicle safety data. (T) [MH] {ME}	

New Mexico Strategic Highway Safety Plan

Objectives	Strategies	Already Doing?
G. Promote industry safety initiatives	G1 – Promote development and deployment of semi-truck safety technologies, including distractions. (E) [MH] {L}	
	G2 – Create a public hotline to report erratic heavy vehicle operation.	
	G3 – Perform safety consultations with carrier safety management. (P) [MH] {ME}	
	G4 – Promote/distribute information to encourage safe-driving characteristics by heavy vehicle drivers.	
H. Improve safety and operations to address speed differential	H1 – Provide passing lanes and/or shoulders where appropriate. (E) [] { }	
	H2 – Provide truck climbing lanes where appropriate. (E) [] { }	
	H3 – Evaluate pavement condition for high-volume heavy vehicle areas (such as northeast region/US 550, southeast region).	
<p>Notes:</p> <p>Effectiveness: (P) = proven strategy; (T) = tried strategy; (E) = experimental strategy</p> <p>Relative cost: [L] = low; [M] = moderate; [MH] = moderate to high; [H] = high</p> <p>Time frame for implementation: {S} = short, less than 1 year; {ME} = medium, 1 to 2 years; {L} = long, more than 2 years</p> <p>Blank = no information available</p> <p>Xxx = Add as priority in SHSP</p> <p>Highlight indicates policy or legislative</p>		

Inclement Weather Safety Strategies

Objectives	Strategies	Already Doing?
A. Increase driver awareness, and communication about weather and pavement conditions emphasizing ITS technology	A1 – Implement motorist warning systems on ramps, bridges, and/or roadway segments using dynamic message signs and/or variable speed limit signs to alert drivers to high-risk conditions (such as wet pavement, low visibility, and high winds) and need to modify their speed according to weather and pavement conditions. (T) [MH] {ME}	Yes
	A2 – Incorporate Road Weather Information System (RWIS) and satellite data using Intelligent Transportation System (ITS) to provide real-time weather information and alternate routes and encourage alternate modes to the traveling public. (T) [M] {ME}	Yes
	A3 – Disseminate best practices about high-wind/low-visibility driving conditions using the media.	
B. Improve data collection and management on systemwide basis	B1 – Collect weather, pavement, and traffic data to provide decision support to managers and other agencies. (T) [MH] {L}	
C. Control access to improve roadway safety	C1 – Explore the use of dynamic message signs and/or variable speed limit signs in select areas to modify the speed limit according to weather and pavement conditions. (T) [MH] {ME}	Yes
	C2 – Implement weather-related (such as heavy rain, snowy or icy conditions) traffic signal timing plans; increase signal cycle lengths; and reduce progression speeds. (T) [L] {S}	
D. Develop mitigation measures to minimize weather impacts	D1 – Work with land owners to explore dust control strategies such as livestock/grazing management, vegetation management, and soil stabilization.	Yes
	D2 – Install snow fences in appropriate locations to prevent drifting snow from reducing visibility. (T) [MH] {ME}	Yes
	D3 – Repair existing anti-icing/de-icing systems; install new systems on bridges and elevated ramps. (T) [H] {L}	
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Sleepy / Fatigued Driving Safety Strategies

Objectives	Strategies	Doing Already?
A. Enforcement, and increased public awareness on sleepy and fatigued driving	A1 – Continue fatigued driving public education and awareness campaigns using popular forms of media to maximize public awareness of the risk of driving in this condition.	Yes
B. Implement programs that target populations at increased risk of sleepy and fatigued driving crashes	B1 – Encourage employers to offer fatigue management programs to employees working nighttime or rotating shifts. (P) [M] {S}	
	B2 – Incorporate information on the risks of sleepy and fatigued driving into education programs and materials for young drivers. (T) [L] {S}	
C. Provide safe stopping and resting areas	C1 – Study the need to provide more rest stops for sleepy and fatigued drivers, and for the traveling public. Encourage drivers to get out of their vehicles and walk around/exercise to reenergize.	
D. Make roadways safer for drowsy and distracted drivers	D1 – Expand the use of shoulder and centerline rumble strips, cable median barriers, and other roadway improvements to help keep fatigued drivers on the road.	
E. Provide improved transportation options	E1 – Expand public transportation options, including later hours of operation.	
<p>Notes:</p> <p>Effectiveness: (P) = proven strategy; (T) = tried strategy; (E) = experimental strategy</p> <p>Relative cost: [L] = low; [M] = moderate; [MH] = moderate to high; [H] = high</p> <p>Time frame for implementation: {S} = short, less than 1 year; {ME} = medium, 1 to 2 years; {L} = long, more than 2 years</p> <p>Blank = no information available</p>		

Work Zone Safety Strategies

Objectives	Strategies	Already Doing?
A. Improve work zone traffic control devices, design practices, and operation	A1 – Implement work zone quality assurance procedures that incorporate work zone design guidance (such as safety inspections or audits). (T) [M] {S}	
	A2 – Implement intelligent transportation system (ITS) strategies to improve safety within work zones.	Yes
	A3 – Increase awareness and use of work zone best practices by local utilities and adopt work zone supervisor certification initiatives. (T)	
	A4 – Improve coordination, planning, and scheduling of road work activities. (T) [M] {ME}	
	A5 – Enhance agency-level work zone crash data systems. (T) [M] {S}	
	A6 – Recognize project and project teams that complete work with few to no incidents.	
	A7 – Study the use of disincentives to encourage the operation of safer work zones. (T) [M] {ME}	
B. Improve driver compliance with work zone traffic controls	B1 – Enhance enforcement of traffic laws in work zones. (T) [M] {S}	Yes
C. Increase knowledge and awareness of work zones	C1 – Disseminate work zone safety information to road users. (T) [M] {S}	Yes
<p>Notes:</p> <p>Effectiveness: (P) = proven strategy; (T) = tried strategy; (E) = experimental strategy</p> <p>Relative cost: [L] = low; [M] = moderate; [MH] = moderate to high; [H] = high</p> <p>Time frame for implementation: {S} = short, less than 1 year; {ME} = medium, 1 to 2 years; {L} = long, more than 2 years</p> <p>Blank = no information available</p>		

Rail Safety Strategies

Objectives	Strategies	Already Doing?
A. Improve safety and general access	A1 – Enhance safety for public at-grade crossings. (P) [] {S, ME, or L}	Yes
	A2 – Eliminate or upgrade at-grade crossings where stopped trains frequently block the crossings for extended periods of time and mitigate crossing where emergency vehicles that must cross tracks have no viable alternative road access to the opposite side.	
	A3 – Implement measures that reduce trespassing incidents along railroads and, with input from affected community, facilitate safe crossings for pedestrians. () [] {S, ME, or L}	
<p>Notes:</p> <p>Effectiveness: (P) = proven strategy; (T) = tried strategy; (E) = experimental strategy</p> <p>Relative cost: [L] = low; [M] = moderate; [MH] = moderate to high; [H] = high</p> <p>Time frame for implementation: {S} = short, less than 1 year; {ME} = medium, 1 to 2 years; {L} = long, more than 2 years</p> <p>Blank = no information available</p>		

Transit / Buses Safety Strategies

Objectives	Strategies	Already Doing?
A. Plan and design transit/bus stops to accommodate pedestrian and bicycle users in a sensitive manner	A1 – Improve accessibility to transit/bus stops relating to user crossing capability, proximity to traffic signals, minimizing vehicle conflicts, and access to walkways. (T)	
	A2 – Improve pedestrian/bicycle transit/bus stop facilities including, but not limited to, shelters, lighting, visibility, and related facilities.	
	A3 – Identify operations and roadway facility improvements that can improve transit/bus safety, such as location and types of stops, improved communications such as geographic information system [GIS], and signal pre-empt for transit.	
	A4 – During the design of transportation projects, engage transit agencies, bicyclists, and pedestrians in the planning process.	
B. Report on crash and injury data related to transit/bus facilities	B1 – Collect, analyze, and report crash and other injury data associated with transit/bus facilities.	
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Wildlife / Animal Safety Strategies

Objectives	Strategies	Already Doing?
A. Modify driver behavior to reduce animal-vehicle collisions	A1 – Install animal detection systems (ADS) (E) [] { } and tie to NMDOT Intelligent Transportation Systems (ITS) Bureau.	
	A2 – Implement public information and education related to animal conflicts.	
	A3 – Install seasonal wildlife warning signs. (E) [] { }	
	A4 – Install area roadway lighting at known high-crash/crossing locations where increased disturbance from lighting is not an issue. Consider cost-effectiveness of installation. (E) [] { }	
B. Modify animal behavior to reduce animal-vehicle collisions	B1 – Install fence with gap, warning signs, and climb-out escapes (research being done by NMDOT) and/or underpasses (issues include lack of lighting, confined space, and predators waiting at the other end of high animal crossing locations). Utilize best practices to design.	Yes
	B2 – Develop and implement vegetation policy.	
	B3 – Provide gaps in fencing/wall barrier and designate wildlife corridor to provide escape route or install median cable barrier where possible instead of concrete wall barrier.	
	B4 – Install fence with overpasses. (E) [H] {ME}	
C. Research and general knowledge	C1 – Standardize and improve data collection across agencies (for example, maintenance crews, law enforcement, New Mexico Game and Fish) for more complete analysis.	
	C2 – Conduct research to better understand animal migration patterns and daily movements to and from food/water sources.	
<p>Notes:</p> <p>Effectiveness: (P) = proven strategy; (T) = tried strategy; (E) = experimental strategy</p> <p>Relative cost: [L] = low; [M] = moderate; [MH] = moderate to high; [H] = high</p> <p>Time frame for implementation: {S} = short, less than 1 year; {ME} = medium, 1 to 2 years; {L} = long, more than 2 years</p> <p>Blank = no information available</p>		



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